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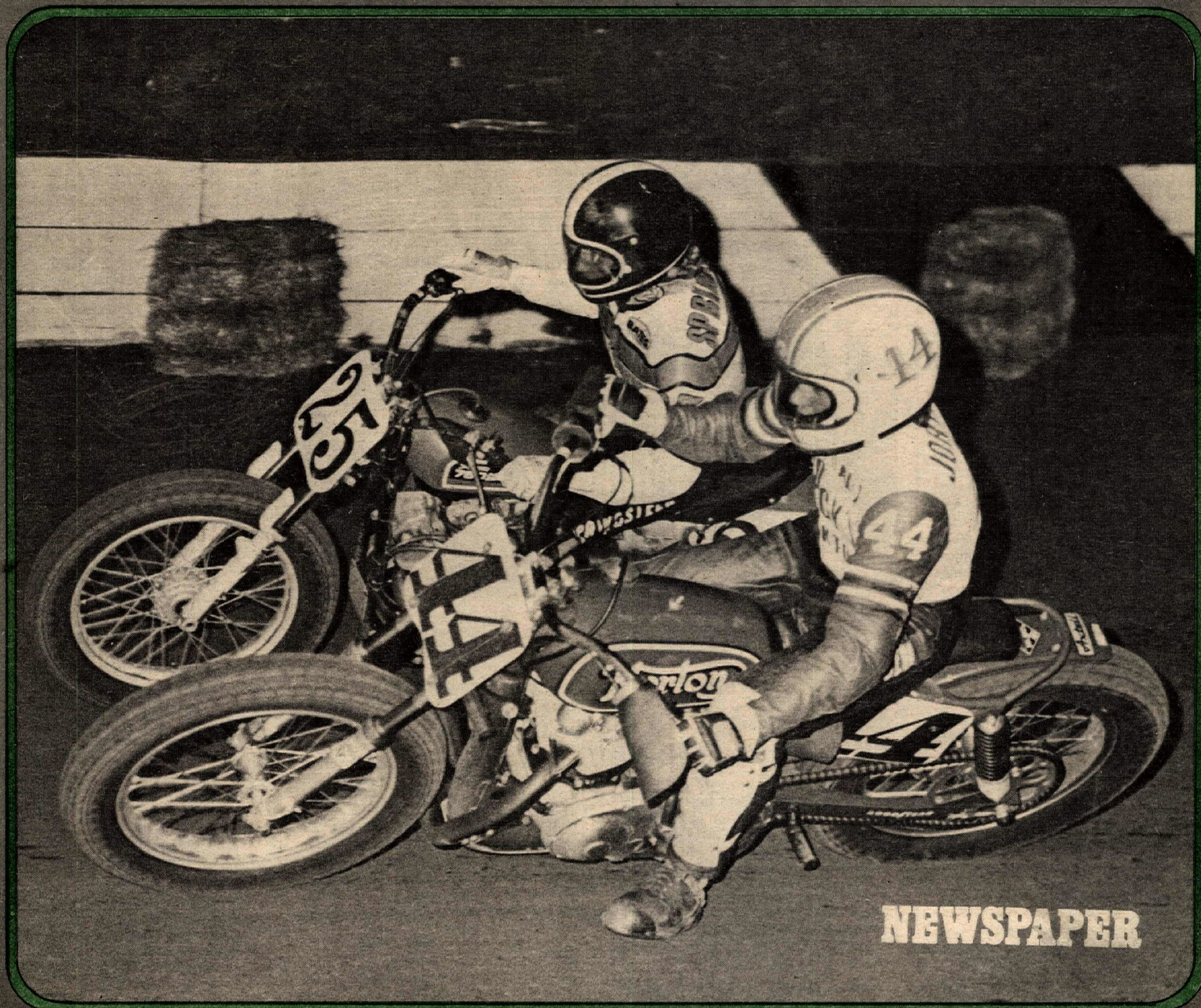
CYCLE NEWS®

WEST Volume XIII : Number 41 : October 19, 1976 75¢

Jay Springsteen

New Number One sets aside Ascot hex page 6



THE LATEST POOP BY PAPA WEALEY

Heikki Mikkola notified Husqvarna's racing manager, Roland Arrehn, that he is not going to prolong his contract with the Swedish racing team. It is official that the 250cc World Champion Heikki Mikkola will not be riding for Husqvarna during 1977. Rumors tie Mikkola to either Honda or Suzuki for next year.

Skip Aksland brought his lawyer to the AMA Appeal Board session (held Saturday morning so the Ascot National could run with no overhanging doubts); while Gary Scott appeared with his high school English teacher. Gary won; Skip's Riverside protest was disallowed; so Gary got to keep Roberts' road race engine and the four points. As they left, Scott's teacher was saying, "Now you see, Gary, no matter what you do in life, good English is important . . ."

For those of you making plans early (or finagling vacations in advance, or whatever) Charlotte Motor Speedway in North Carolina has landed an AMA/FIM road race date for March 19-20, the week following Daytona. That gives the East Coast two premiere road races back-to-back, and hopefully will give more Europeans an excuse to come and race awhile.

Speaking of the boys in Westerville, we're told that we may have as many as 30 Nationals in 1977, including six road race. Almost sure to be confirmed are a revived Sears Point road race, Laguna shifted to September, and the second annual Mulholland Challenge at Riverside.

USRRC stands for U.S. Road Racing Championship. Originally the AMA set it up to be the few road race Nationals plus a series of supplemental Pro races with smaller purses, points from which would determine the top American road race specialist. There was only one USRRC race in 1976, at Pocono in Pennsylvania (won by Mike Clark). What ol' Pop missed earlier is, by virtue of his highly consistent performances in all these races, the 1976 U.S. Road Racing Champion is — Randy Cleek! Right on, Randy — and Pop, too!

The Don Vesco road race team will have two prime riders in 1977: Gene Romero and Dave Emde. Dave had been impressive on the spare Vesco TZ750 in SoCal club races; and clinched it with his determined heat race win over Steve Baker at Riverside. In the 250 Ex/Lw Final, a duff rear brake robbed Emde of any chance of catching Roberts.

Another SoCal expatriate who's been impressing potential sponsors is Pat Evans. Offered a factory RCB1000 Honda co-ride after his Bol d'Or performance, Pat rode with Chemarin to second in the Thruxton 500, September 26 finishing 28 seconds behind Honda teammates Huget/Ruiz, who changed two fewer tires. Evans/Chemarin had led early on.

More flood news! The Baja 1000 K (that stands for 1000 kilometers) course was the recipient of a heavy dump from the recent hurricane, making the easy spots hard, the hard spots easy, and the traction primo. It's a "hole" new course, says S.C.O.R.E.

Remember those Ceriani four-leading-shoe road racer brakes that the catalogues used to pitch for $225? Well, now that they're obsolete, you can get a "Cosmo Cafe Racer Four Leading Shoe Brake" for $100 from Cosmopolitan Motors. For $119, you can have it laced into a WM2 — 18" Borrani rim. El cheapo grande! Call (215)672-9100 for info.

Blue Monday Dept: Our bleary-eyed editor failed to notice in his Riverside 250 Expert Lightweight story that Yvon Duhamel caught Kevin Stafford after all to nail third place — even though the picture of Yvon on the victory stand was staring him in the face! Big dummy.

Center, Can-Am Cup. Left and right, training cups. Ah, to be a young Amateur MXer again . . .

In the Lame Camel's Riverside Expert Lightweight story, the final statement should read "Roberts/Yamaha/Goodyear". Yup, Kenny rode Goodyears on his 250, Dunlops on his 750.

Heavy flooding has forced the substitution of boat races for flat track, the remainder of the season at Fremont. Yup, the popular NorCal facility is awash to the gunwales, according to our ever-faithful Bart Barfly.

Entries are open for the October 24 Jackhammer National Enduro. Weather is wet up at Foutts Springs, Calif.; meaning primo conditions for all you mud-starved masochists, up there.

Elsewhere, things move indoors. Indoor short track starts October 16 at San Jose, and the now-traditional Cow Palace Indoor Speedway is set for the nights of November 26-27, under AMA sanction.

Two Italian enthusiasts trekked out into the wilds of Utah to see the Bonneville Salt Flats. They about perished in anguish when they found out they'd missed seeing Don Vesco's Silver Bird run in a USFRA "short course" meeting by a matter of hours. See Dorde Woodruff's story in "North", inside.

The Islo factory in Mexico has 25 pre-production Jones Motocrossers for Poppa Don and the boys to test. If they check out OK, the production articles will be released to the U.S. in quantity; but the Jones boys say it's gotta be right before that happens.

Big Spaghetti Feed Saturday night, October 16, to get everyone pumped (stuffed?) for the NorCal round of the U.S. Trials Championship at Donner Lodge in Donner Pass. The trial is Sunday, October 17; first rider out at 10 a.m. Spectator loop is bitchin!

There aren't many 76-year-old dudes who ride motorcycles up cliffs as a hobby. In fact, the only one we've heard of is Freddie Marsh, who qualified to ride a 750 Norton in the National Amateur Hillclimb in Everett, Pa. over Labor Day. No, Freddie didn't win, but it was enough to have qualified with the 35 best in the Open Class.

The National Amateur Hillclimb Championship in Everrett, Pennsylvania, was largely an Eastern show— with the exception of top time, turned in the Open Class by Omaha, Nebraska native Gary Waddell. He gassed his Triumph up the 275-foot slope in 8.57 seconds.

Top this rumor: Arizona Desert Racing Assoc. is trying to tie together a 165-mile point to point race for the November 27 weekend.

The BLM scheduled a public planning meeting on Septimber 30 to discuss land-use on 75,000 acres in Shasta County, but no bikers came. Luckily, there's another meeting, set for Redding Civic Auditorium, Redding, Ca. November 17 at 7:00 p.m. You Shasta County riders'll be there, won't you?

Answer to the perennial question — Whatever happened to Marty Tripes? He's hangin' out and working in Vegas, but wishing he had a Trans-AMA ride. Apparently negotiations with Yamaha went for nought. Anybody got a spare bike?

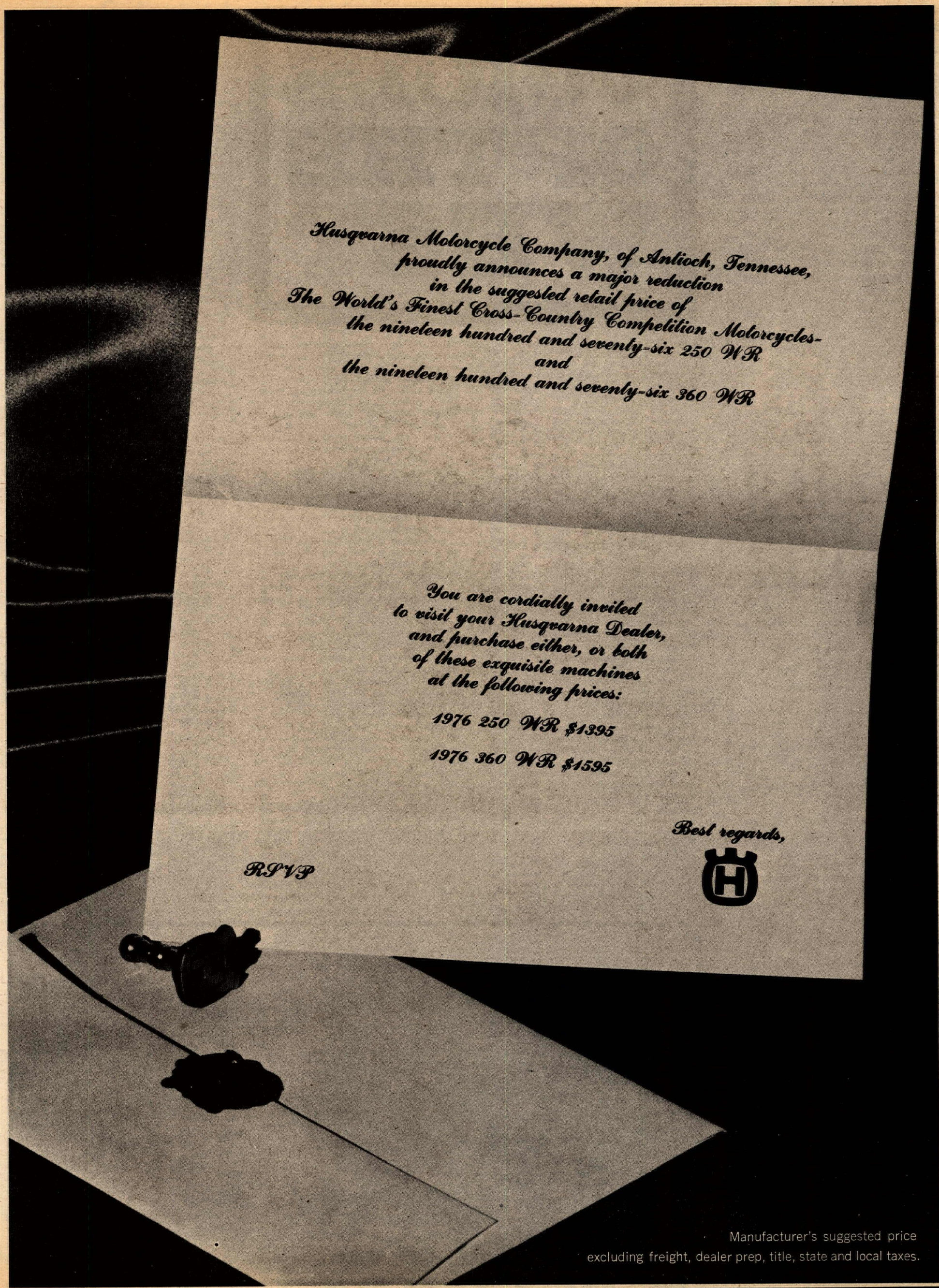
Got some feedback on Gary Rayner's "Voices" letter about getting school districts interested in Rider Ed. The ABC School District in the Bellflower/Cerritos area, Calif. has had several successful ongoing programs since about 1973. They've coordinated the donation of over a dozen Hondas, Yamahas and others through local dealers and distributors. Quite a progressive district. Folks like Gary who are encountering resistance should refer their local school officials to professional counterparts in the ABC District for a straight-from-the-teacher's-mouth exposure to the problems and rewards of Rider Ed.

In case you think getting involved is a drag, check the Political Lifeline section of this issue. You'll find several instances of bike people who've done their homework and won big dividends for the rest of us. Food for thought.

The field of 135 top-ranked AMA Amateur motocross riders contesting the Can-Am National Amateur Motocross finals at Carlsbad, California, October 17, represent the best of some 47,000 riders who entered qualifying earlier this year. As if that's not enough of a show in itself, 30 of the nation's top women motocross racers will make up the support portion of the program. Looks like things are shaping up for quite a bash down there.

I didn't know this one. A SoCal rider, Mark Tyer, is 125cc Champion from last year's National Motorcycle League Winternationals, which is mostly an Eastern-type winter MX show, run mostly in Florida. Turns out quite a few riders from Texas on West go for this run-in-the-sun business. The series opens this year October 30-31 at Burnt Hickory, Georgia; and NML's got it coordinated so there's no conflict with AMA's Winter-AMA MX series. Far out!

Birds of two different feathers may be converging on Las Vegas over Thanksgiving Weekend. Not only the Phantom Duck and all his feathered (or hairy, or whatever) brood, but also the W/ERA road race crew. They'll be putting on a three-day affair at Vegas' Stardust International (or whatever they call it this year) circuit, including a 24-Hour Endurance Series Final — 7 a.m. Friday, Nov. 26 to 7 a.m. Saturday, Nov. 27.



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ON THE COVER: All right, Jorgy and Jay! Photo by Dan Mahony.

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VOICES OF THE WEST

Low Down

I thought you might like to know that there are two MX Sidecars being built, one is in Sylmar and the other is in Canyon Country.

They both are using 440cc snowmobile engines and Salsbury Torque converters. One is a "JLO" (pronounced "E-Low") and the other a Yamaha (pronounced Yam-a-ha). Both are putting out 60 to 65 Hp with a weight of 290 lbs ready to go.

One of them features monoshock rear suspension and an inboard rear disc brake.

Both will debut at *Hopetown*.

FRIENDLY SIDECAR RACER

Hang in there

I've sent a letter to both U.S. Senators and the BLM relating to the subject matter in your article of September 14th.(BLM Regs) do thank you for an excellent item on the matter and the way that you led one through the maze of parts, sections, rules, regulations, etc.

Hope that you plan more such articles on this type of legislation and rulemaking. We all need to know what is happening and as far ahead as possible.

My own local township has recently passed an ordinance banning RVs and ATVs from the township. We are in the process of fighting same. A slow battle after-the-fact. Best done before hand if one can get a line on what is planned, as you well know.

JOE PACOT
Brunswick, N.J.

Return of the Duck

In 1975, I promoted the first Annual Barstow to Vegas trail ride. I also mailed a poster and packets of literature to all of our Calif. State Assemblymen and Senators, our U.S. Congressmen and Senators, to various state and federal officials, and to every AMA motorcycle club west of the Mississippi River that was listed in the Cycle News Club Guide. Also, on my mailing list were a large number of motorcycle shops where addresses were obtained by searching through copies of Cycle News.

This year, I kind of held back from any type promotion because of the lack of response last year. But, I noticed a couple of ads in Cycle News where people were trying to get in touch with me. I found out that last year most people maintained a wait and see attitude. And now that they have seen. they really want action.

So here is the old Phantom Duck of the Desert again. I secured a P.O. Box in a city other than my own, started running an ad in Cycle News, had some posters printed up, and you have the second Annual Barstow to Vegas trail ride.

There is no entry fee. The intent is to ride from the Barstow area to Las Vegas *Legally* on BLM designated roads and trails. And the purpose is to show the need for an "organized" Barstow to Vegas race by participating in a gigantic, mass trail ride. It will work, and we have nothing more to lose.

If you are interested in this, then do whatever you think is right in the way of spreading the word. Forming a riding group is a good idea. We rode in groups last year, and it worked out real well with each group taking care of their own as far as breakdowns were concerned, etc.

I will send posters and info to anyone who mails me a SASE, and I'm sure there will be maps available at the start area showning planned route and gas stops. Hope to see you on the trail.

PDOD – QUACK QUACK!
P.O. Box 293
Cucamonga, CA 91730

Hats off to the Double Crossers

All the enduro clubs are wondering, why only 200 entries on distict 37 enduros. Well, the only difference between enduro riders and scramblers is the timekeeping, which is an art in itself and which the enduro rider enjoys. Every D-37 run for the past three years has been set up to see which club could put on the fastest scramble race. For some reason each club in competition for the fastest run ever and no timekeeping, so all the fast riders that were not picked up or sponsored went ot D.R.A. Most of your slower riders went to family enduros. That leaves all the District enduros set up for the fast riding Bultaco team, Montesa team, and KTM

What happened to the long hard timekeeping Enduros? The events with the 500 rider limit, the events where the enduro clubs had to turn entries back? Those clubs had only certain areas where it was impossible to keep up. Once in a while you had a speed average were you could take your eyes off the trail. No, I'm not saying the enduros should be easier, or softer. Most of the riders know what I'm talking about and a good example was the Cal State Enduro. There were areas in the enduro that were almost impossible to keep up and the rest was a good hard steady run with a heck of alot of timekeeping. That is what Enduros are all about.

Hats off to your club Double Crossers for puting on the best real Enduro of the year.

JOE ANASTASIO
Downey, Calif.

Moody blues

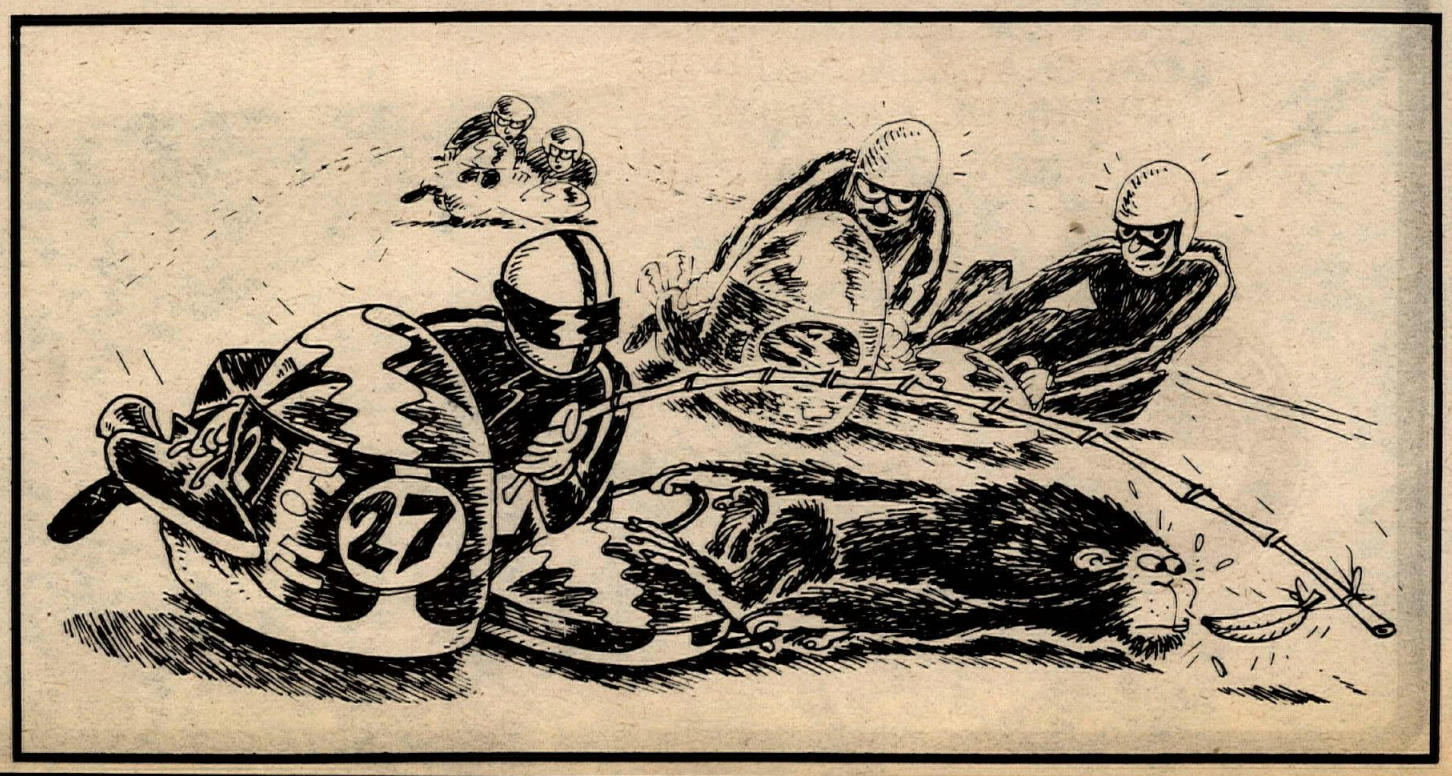
The Article on the Hook and Ladder Enduro written by Ron Schneiders was excellent, at least to a point. His statement "The hardest thing a fireman does all year is wangle a day off on the weekend of the Hook and Ladder", was a cheap shot and not worthy of being published in your paper.

Mr. Schneiders may know about motorcycles and enduros, but he shows a complete lack of knowledge of firemen and their work. Is it possible the hardest thing Mr. Schneiders does is sharpen pencils and remove the cover from his typewriter.

DONALD E.L. BETSWORTH
Rider 60 A
(and a L.A. City Fireman)

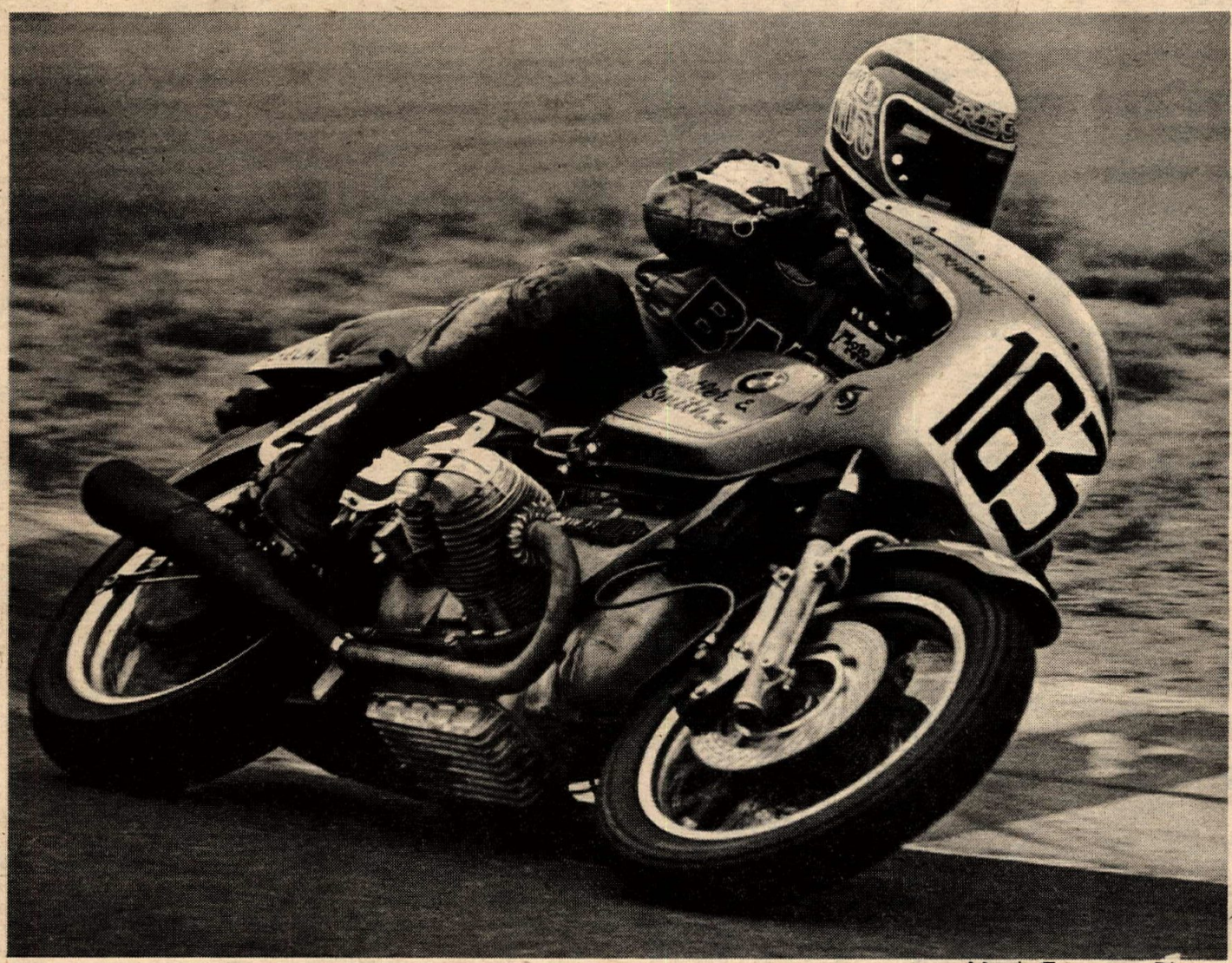
Sorry you took Mr. Schneider's tongue in check effort at humor so literally. Anyone in their right mind would realize his comment was not to be taken seriously and we apologize for any hurt feelings it might have created. . .Ed.

The views expressed in this column ana other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.



BMW

1976 UNDISPUTED SUPERBIKE CHAMPIONS



Mush Emmons Photo

* DAYTONA, FLORIDA	1st	2nd	
* LOUDON, NEW HAMPSHIRE	2nd	3rd	
* LAGUNA SECA, CALIFORNIA	1st		
* RIVERSIDE, CALIFORNIA	1st	3rd	4th

THE WINNING TEAM No. 163 Reg Pridmore, No. 83 Steve McLaughlin, No. 24 Gary Fisher

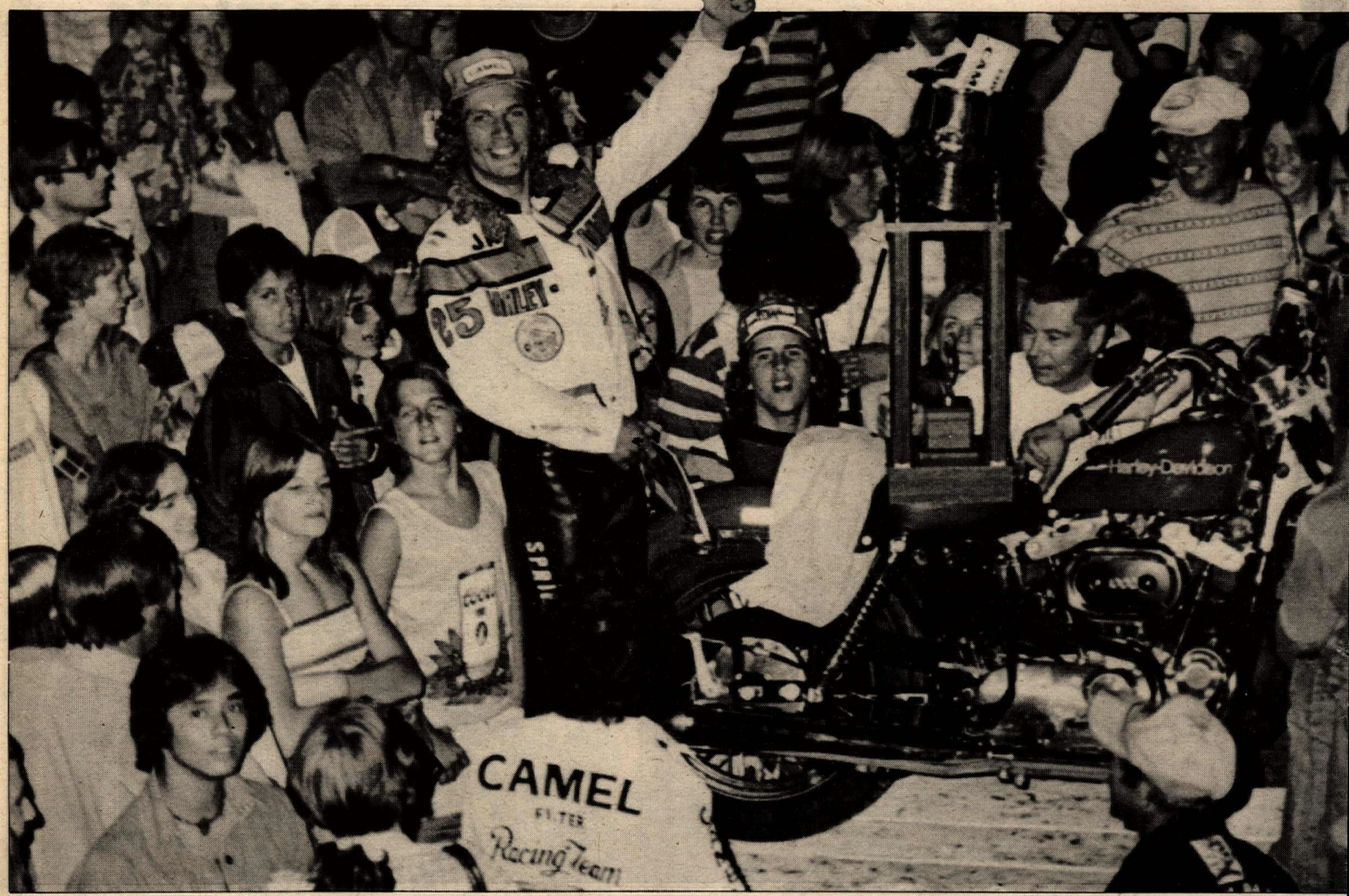
BMW

The 1977 BMW 1000's Are Here!

See Your BMW Dealer

Butler & Smith, Inc.

Tell the world Jay d



Faces in the crowd; and Jay's has got to be the happiest. That's his new "playbike" on the stand. (Inset) Ms. Oui and her cantilever front suspension caused many a double-take.

Jay and Jorgy from the outside – making different lines work.

By Lane Campbell

GARDENA, CAL., OCT. 9

This was to be the big showdown – the climax of 28 days and nights of Camel Pro/Grand National Championship racing. It had

come down to the wire with three contenders still having a shot at the title. When it was done, Jay Springsteen had kissed off a number of Ascot records and traditions; clinching his title in the manner of a young Champion – not laying back and counting points, but by winning. Alex Jorgensen had almost pulled the upset of his career, briefly leading the 20-lap National Half Mile on the Ron Woods Norton and finishing a close second. Skip Aksland (Yam) running with Roberts' spare motor, had nipped defending champion Gary Scott (H-D) for third late in the race, while his tutor, bedevilled with rear suspension problems, finished among the backmarkers.

Earlier, it had looked like Roberts just might pull off his hat trick; for he alone of the three contenders was not in trouble as practice ended. Springsteen was applying cold compresses to an injured hand. He and Rex Beauchamp had been practicing close together; Rex had gotten clear sideways coming onto the back chute, Jay with no place to go center-punched Rex and went down, dislocating a finger of his right hand. Rex came on around, his steel shoe dangling, and possibly having tweaked his San Jose knee again.

Gary Scott's vintage Triumph went very quickly in practice, then developed a high-speed miss that defied any ready explanation or cure. While Sal Acosta pulled the plugs (very black) and checked the ignition, Gary warmed up the Harley. One more try with the Triumph; it still was breaking up badly, so Gary parked it regretfully. He was going quickly with either bike (qualified fourth fastest on the Harley, 22.84) but

id it!

PHOTOS BY DAN MAHONY, & CAMPBELL

felt better and was far more aggressive with the nimble Triumph.

Roberts, meanwhile, was turning unofficial 22.73s in practice and qualified second fastest at 22.62, ahead of Gene Romero. Springsteen, still favoring his sore hand, came out and timed eighth, 23.23, running Pirellis on his spare bike.

Early practice had sparked a rush of tire changes. Springer had crashed running a Pirelli front and a Goodyear DT-11 rear; and many others had started out similarly equipped. The track threw them all a curve; for a hot, dry day followed by a hot dry evening left the surface reminiscent of NorCal tracks at the end of a hot, dry summer. It was hard, smooth, covered with a deep cushion of small hard clods that hurt when they hit. Thus the mass move to Pirellis (and an occasional Carlisle) while the track crew worked to get some water into the surface without ruining it. It was nasty, but it was fast — as the appearance of five riders in the 22 seconds bracket attested.

Who was fastest? Heh, heh, ready for a shock? John Allison, an off and on Ascot regular from Poway, California turned 22.59, using an old (and I mean old) Firestone "military" rear tire. "Is there any other tire?" quipped college-bound Allison, who was wearing under his leathers a T-shirt that said "If you can't dazzle 'em with brilliance, baffle 'em with bullshit."

During the lull, referee Chub Kellam had taken special care to read the troops the riot act ("Although that center light may seem to have a greenish cast, it does not mean Go.") Whatever, clean starts seemed more the rule than usual. Skip Aksland from the middle of the front row led the first heat into the south turn, shadowed by Dave Aldana on a Ron Woods Norton, John Gennai on a Bellflower Yamaha, and Al Jorgensen on his Norton. (Two Nortons? Yes, and there was a third for John Hateley. Three handsome Woods Nortons in the pits, which led one observer to remark, "Jeez, there's more Nortons here in the pits than there are out in the street!")

Skipper led wire-to-wire as Aldana stayed close and threatened a time or two. Jorgy displaced Gennai for third and a direct transfer; Randy Cleek came right up around Gennai, threatened Jorgensen, then faded with a blown clutch. Outside polesitter Allison finally worked his way into fourth ahead of Gennai after losing ground on the start.

The second heat was all Rex Beauchamp's, and in record time (3:46.89) followed at a distance by Mike Kidd (H-D). Roberts gated third with constant pressure from Ted Boody (H-D). The Rookie of the East got drive on Ken coming out of turn four and settled into third about mid-race, sending Roberts to a Semi, complaining of rear tire troubles.

John Hateley blew off the third heat as Romero elected an outside pole, got the front end up twice in succession coming off the line, and settled into third behind Rick Hocking. Gene in turn had Hank Scott for company, and gave up third on about lap three as the lead group remained close. Dan McWhorter followed at a distance to finish fifth ahead of Art Fredenburgh and Bob Sanders.

Springer and Scott were in the last heat. Again it looked like the holeshot came from the middle of the front row (Randy Scott?) but it was Jay all the way with drive from the exit of turn two. Steve Eklund was in third, highlining the north turn and flirting with the wall in his effort so pass Gary Scott, who held his line and finished second. Vern Johnson at fourth went to a Semi, along with Randy Scott/Randy Skiver who stayed close.

Roberts' crew was still wiggling the rear wheel of his prime Yamaha (getting an awful lot of flex it seemed) when the first Semi was called; while Skip Aksland's crew was borrowing Kenny's spare engine. Skipper's had begun to smoke as he won that first heat. All the factory Yamaha mechanics would say was "It's just the tire" as they pushed the Roberts' bike out for the Semi. Kenny won it, hanging the outside cushion of the south turn to put away John Allison, visibly wrestling with his Yamaha, almost diamonding the north turn too far and getting into the deep soft marbles; but he still sewed up his National slot the hard way. Randy Cleek, having cooked his clutch in a heat, had to go for it from the back row. Go for it he did, reeling in people each lap to finish third behind Paul Bostrom after Allison's bike quit on the back straight.

Gene Romero had cooked his brake in a heat ("Leaves a very insecure feeling") and had the pole. He and Dan McWhorter gated together, with Randy Scott and Randy Skiver shuffling behind, but Gene pulled clear at first. The Scott/Skiver duel continued almost side by side while McWhorter doggedly kept Burritto in sight. Past mid-race, Dan began to close; then about two laps from the end, Romero "diamonded" turn three-four almost to the haybales (like, no brake?) and McWhorter slipped under. Next lap, Gene was right back on Dan's tail. White flag, they drag race to turn three, Gene flips it sideways and shoots under Dan, crossing back out in turn four in a MX-style block pass, holds drive down the front straight and wins the last National slot with his fist in the air. Burritto power!

The Trophy Final front row appeared to break the timing light before the green, but at this point there was no need for a recall, as at least they'd all broken together. Emerging with a drive down the back straight was Randy Cleek, who but for a duff clutch might have been in the National. He was cookin'. Paul Bostrom got Randy Skiver out of turn four to move into third, then dove under Dan McWhorter a lap or two later to finish second, his Harley sounding like it was floating valves each time up the front straight.

While this was going on, Roberts' crew had his swingarm off, checking shims. Romero got a fresh rear brake off the spare Evel Knievel Harley — the one he'd been running had the disc well-fouled with the remains of cooked puck. Rex and Jay sat on the wall behind the Harley factory pits joking and laughing, their practice shuffle well behind them already. Fresh rubber is going on everywhere, still mostly Pirellis; and most riders/crews are either cutting tires or sitting pat. Rex Beauchamp's Harley got a precautionary look-see at the primary side, and buttoned up again.

Rex with the fast heat and the pole was having definite trouble choosing outside or inside. "How 'bout the middle?" he asked, only half in jest; as the best traction was there, while either pole was brushed off and hard.

Gary Scott's lady pinned a ladybug on his leathers as he went out. Rex had finally chosen an inside pole; beside him teammate Springsteen, Norton-mounted Hateley, Aksland, Kidd and Gary Scott, outside. Second row polesitter Steve Eklund was off to the side getting tape wrapped around his fuel tank (cracked mount?). Rick Hocking waited next on that row, with Aldana, Boody, Hank Scott and Jorgy. All three Nortons had made the National (a first?); and that ol' record-rattler Roxy Rockwood was busy ticking off the list of Ascot precedents that would either stand or be broken tonight. The third row held Kenny Roberts and Gene Romero; and it looked like quite a distance. "It's alright, Ken," said Gene, "we'll be in the front row before t[illegible] green goes on." Nothing like telling it like it is.

"Light 'em off!" yelled Al Mintz, and Burritto notwithstanding, it looked like a clean start. Springer has it from the line, with Hateley in tow. Into the north turn, off the back chute it's Jay, Jorgy, Skip Aksland, Ted Boody, Gary Scott, Steve Eklund and then Hateley.

By lap four, Gary Scott had moved into third after going side-by-side with Ted Boody for about a lap, with Skip Aksland for close company. Behind were Steve Eklund, Mike Kidd, Rick Hocking, John Hateley, Hank Scott, Gene Romero, Rex Beauchamp with Roberts about to run up his backside, and Dave Aldana. There's some shuffle in the next two laps as Hank Scott and Burritto move around Hateley.

Meanwhile, Gary Scott, Boody and Aksland are close in their own group; and by crossed-flags time Jorgy has moved right up on Springsteen. Jay is hanging the outside groove-edge, still finding extra drive out of each turn as Al continues to threaten from low inside. Rick Hocking, doing much the same, went way wide in the north turn's apex, hosing the bales and losing position to Eklund and Hank Scott as he scrubbed off speed. Romero got by up the front straight.

Then lap 15, it's Springer's turn to get wide, and Jorgy slipped under him coming out of turn four. Eklund's Harley goes on one cylinder and he's out. Next lap, Jay is right back on Jorgy's tail, feeling for the down-low traction instead of the high groove-edge. Next time through turns three-four, it's Jay down low, getting truly cross-threaded right at the apex, keeping it screwed on and holding it under Jorgy, passing up the front straight and going back into the lead. About this time Al's rear tire began chunking and he settled back into a comfortable second.

Skip Aksland had moved into fourth past Boody, with Gary Scott still leading this tight threesome. Back a bit, Mike Kidd's solidly in sixth ahead of Hank Scott, Burritto, Rick Hocking (last time on that wounded knee), Beauchamp, Hateley, Roberts and Aldana.

White flag is out, and dropping low, Skip Aksland steals third from Scott ("I went a little high and he slipped underneath me.") For Jay, it's a new track record coming up as he wins it, time 7:36.66, about a second under Roberts' 1975 time. He's also broken one of Ascot's oldest hexes — the first out-of-stater to win the half mile National in its 18-year history. Jorgy has gotten his best National finish ever, and Skip Aksland in third, manages to give both Ms. Camel Lynn Griffis and Roxy Rockwood a champagne shower. Give the kid a bottle and he's dangerous.

Jay is bubbling without the champagne. Told he didn't need to win to be Champion, he'd said "Hot-damnit, I'm gonna do it anyway!" He and Harley team manager Dick O'Brian embraced like father and son over the bright red Sportster that was a bit of a "bonus" for bringing the Big Number One back to Milwaukee. Without even beginning to add up the Camel Pro money or the gate from the SRO crowd (10,647 according to AMA's Bill Boyce); let's say Christmas came early this year. ●

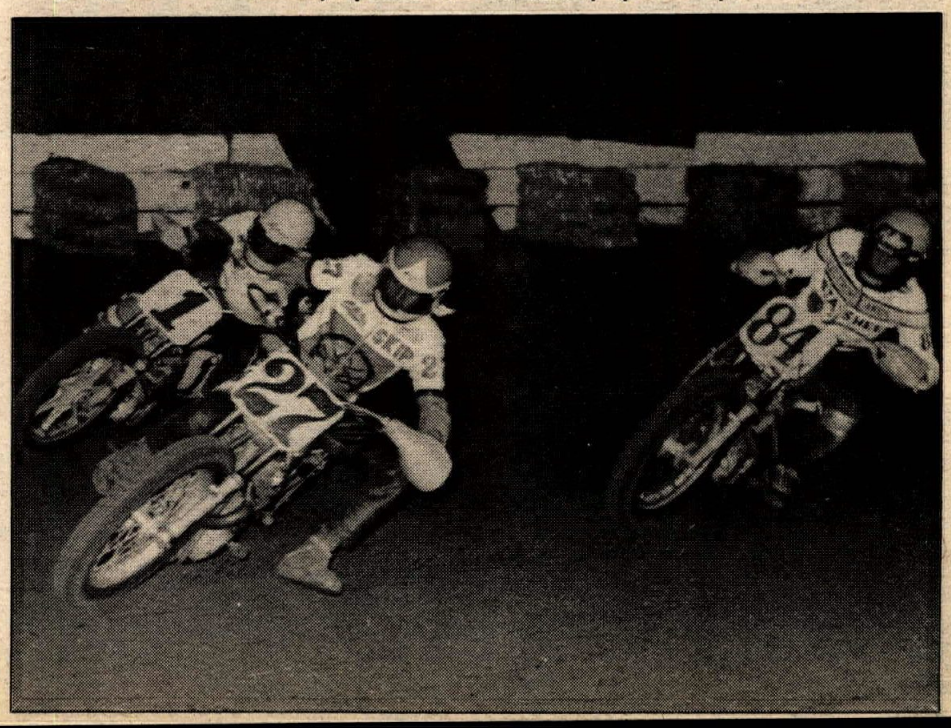
Results

20-LAP NATIONAL CHAMPIONSHIP: 1. Jay Springsteen (H-D). 2. Alex Jorgenson (Nor). 3. Skip Aksland (Yam). 4. Gary Scott (H-D). 5. Ted Boody (H-D). 6. Mike Kidd (H-D). 7. Hank Scott (Yam). 8. Gene Romero (H-D). 9. Rick Hocking (H-D). 10. Rex Beauchamp (H-D). 11. John Hateley (Nor). 12. Kenny Roberts (Yam). 13. Dave Aldana (Nor). 14. Steve Eklund (H-D).
Time 7:36, new track record.

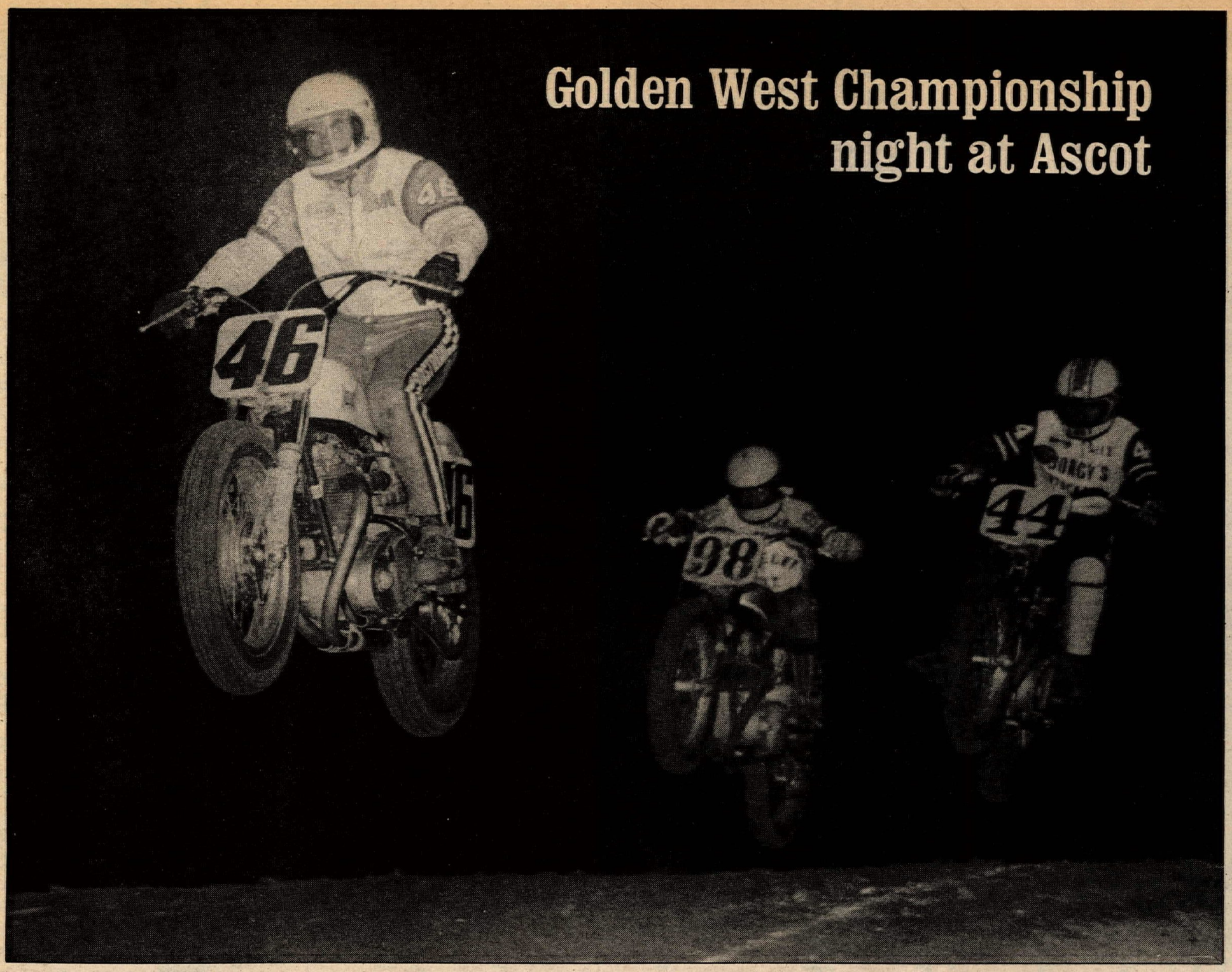
FINAL CAMEL PRO SERIES POINTS: 1. Jay Springsteen 301. 2. Gary Scott 280. 3. Kenny Roberts 265. 4. Steve Eklund 141. 5. Randy Cleek 130. 6. Ted Boody 128. 7. Rex Beauchamp 125. 8. Hank Scott 118. 9. Rick Hocking 96. 10. Gene Romero 93.

TROPHY FINAL (12 laps): 1. Randy Cleek (H-D). 2. Paul Bostrom (H-D). 3. Mark Smith (Yam). 4. Dan McWhorter (Yam). 5. Pat McCaul (Tri). 6. Randy Scott (Tri). 7. Randy Skiver (H-D). 8. Bobby Sanders (H-D). 9. Ryan Gifford (Tri). 10. Brad Hurst (H-D).
Time 4:36.47

The group behind the leaders, repeated with variations, lap after lap.



Golden West Championship night at Ascot



Paul Bostrom (46), Little John (98), and Jorgy getting "up" for the National, so to speak.

Liplock time for Dash winner Eklund.

PHOTOS BY WIZARD RACING PHOTOGRAPHY

By Maureen Lee

GARDENA, CAL., OCT. 8

It was a racing evening planned for whatever your dirt track racing fancy is – Novices and Juniors on the half-mile and Experts on the TT course. The Novices led off.

The Junior Semi became two-by-two competition. Randy Gibbs and John Matherson settled out first and second, then came a space and there was Jim Halkola and Brad Nicks. Craig Armstrong (H-D) had a charge going on Nicks but overdid it and went scooting right up, but not into, the haybales in the north turn.

Jim Mertens ran off with the Novice Main, pursued by Eddie Lawson who couldn't get up to him. Then came Dan Hogue and Randy Mamola. Mamola, who tends to take road racing lines through the turns and often gets passed in the process, was dropping back as Dave Lujan and Don Bailey moved up to make a real threesome with Hogue. These three were where the action was, at times a blanket could have covered them. As they all shot for the flag Bailey popped an exhuberant little wheelie as he emerged right then in the third spot. Neat racing, guys!

Scott Pearson got a slight drop on Davidson in the Junior feature but Ted was soon steaming along in the lead, then came Rod Sexton, Randy Gibbs and Steve Fortune. Davidson, really laying it down in the turns lap after lap, pulled away from Pearson but at the same time Scott was putting distance between himself and Randy Gibbs who held down third. Steve Fortune was also moving and took over fourth from Sexton, a spot which kept him as the high point Junior for the Ascot half-mile season.

The Experts

The Experts had three direct transfers to shoot for out of two heats. First heat Randy Scott (Tri) got down into turn one first; but John Hateley (Tri) squirted by him in the esses to take the lead, with Bill Oliver on a 500TT Yamaha right behind him. After one lap, Alex Jorgensen (BSA) was in third right behind Scott; and Oliver was back to fourth. Hateley took off with the lead while Scott and Jorgensen fought it out for second and third, swapping places back and forth. At one point Jorgy nearly came off right after Scott had gotten himself all crossed up and they were really shooting for it. As the heat ended it was Hateley, Jorgy and Scott with Oliver and John Gennai (Yam) fourth and fifth.

John Allison (Yam) got left on the line in the second heat but took off after the gang who were well away around the first turns. Rick Hocking (500TT Yam) was up front but as expected on a perfect night-time Ascot surface the bigger bikes got to him down the straight. First Steve Eklund was by as they exited turn four and next lap it was Paul Bostrum's turn. Eklund put some space between himself and Bostrum, Hocking hung onto third while Randy Skiver (Tri) fought over fourth with Brad Hurst. Allison had all stops out, going for the Semi, at times getting a bit out of shape, especially one time over the jump. Transfer he did and the heat was two seconds faster than the first.

John Gennai took off through turn one first in the Semi with Mike Myers (Tri) and Bill Oliver behind. At the left hander leading to the half-mile turn Gennai, we think, missed a shift, and Myers, Skiver and Oliver went trooping by. Skiver went for the inside on turn two, taking the lead away from Myers and there went Gennai heading for his pit to park it. Allison was now up to fourth. As they came around the half-mile again Bill Oliver really got it on and took the lead from Myers.

For the Dash lineup it was Alex Jorgensen on the Beezer heading out for the lead and then he overdid it, nearly scattering some hay and Steve Eklund took over followed by Bostrum and Hateley. For the first time ever someone got mixed up and the Dash went three laps instead of the usual two, so it was Steve Eklund taking home one of the beautiful pieces of silverplate that were the trophies.

Randy Scott didn't come out for the Main so Vern Johnson replaced him in the lineup. The race developed into a real dogfight. In the early stage it was Jorgensen, Eklund, Hocking, Bostrum and Hateley. Eklund went into the lead and started moving out. Hateley got by Hocking at the end of the straight and went after Jorgensen who had lost second to Bostrum. Up front Eklund was happily charging along but Bostrum, Jorgensen and Hateley were where the action was!

For a while it was Jorgy who was the meat in the sandwich as at time the threesome were side by side. Jorgy missed a shift in the ess turns and "Little John" got him. Now Hateley was in the middle of the wheel to wheel, elbow to elbow race. Hateley tried Bostrum on the outside and got him going into the esses only to have Paul take it back again, then it was Jorgensen up front for a bit. Hooo-boy!

Behind that threesome it was Hocking holding down fifth and Allison on a ratty sounding bike trying to stay in sixth. Hateley's engine went pop as he landed after the jump, and as the threesome tore around the half-mile he moved over and waved the others by. Moments later he got the ignition problems sorted out again and was off in the hunt some more, skidding as only John can.

Up front Eklund was starting to slow down on the straights but still very fast in the busier sections. Finally the flag fell with Jorgy second, Bostrum third and Hateley fourth.

The Novice and Junior winners came forward to join Eklund and the three Golden West Champions received their congratulations and exceptionally impressive silver trophies. It was time for everyone to catch a few breaths before the great National to be run the next evening. •

Results

NOVICE MAIN: 1. Jim Mertens (Yam). 2. Eddie Lawson (Bul). 3. Don Bailey (Yam). 4. Dan Hogue (Yam). 5. Dave Lujan (Yam). 6. Randy Mamola (Yam). 7. Ed San Roman (Yam). 8. Tony Alves (Yam). 9. Steve Carrillo (Yam). 10. Joe Wilson (Yam).
8 laps time: 3:11.85.

JUNIOR MAIN: 1. Ted Davidson (Yam). 2. Scott Pearson (H-D). 3. Randy Gibbs (Yam). 4. Steve Fortune (Yam). 5. Rod Sexton (Yam). 6. Vince Mead (H-D). 7. Lowell Moural (Tri). 8. Jim Halkola (H-D). 9. John Matherson (Yam). 10. Brad Nicks (Yam).
10 laps time: 3:51.52.

EXPERT TT DASH; 1. Steve Eklund (Yam). 2. Paul Bostrum (Tri). 3. John Hateley (Tri). 4. Alex Jorgensen (BSA).
3 laps time: 2:19.85.

EXPERT TT MAIN: 1. Steve Eklund (Yam). 2. Alex Jorgensen (BSA). 3. Paul Bostrum (Tri). 4. John Hateley (Tri). 5. Rick Hocking (Yam). 6. John Allison (Yam). 7. Bill Oliver (Yam). 8. Brad Hurst (Tri). 9. Mike Myers (Tri). 10. Dan McWhorter (Tri).
15 laps time: 11:34.69.

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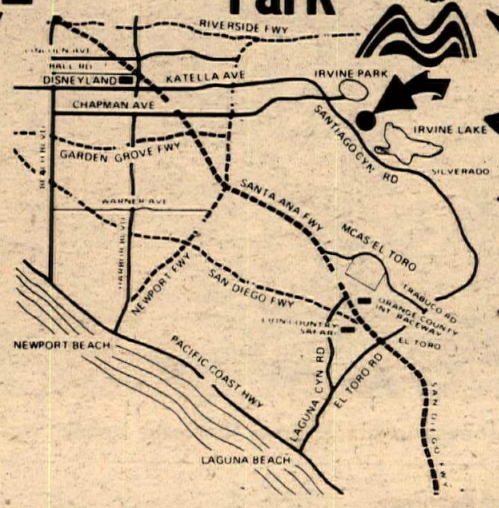

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SYLVAIN GEBOERS, BELGIUM ★ JOS KLUMPER, NETHERLANDS
FERNANDO MACIA, VENEZUELA ★ ALBERTO ANGIOLINI, ITALY
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(Above) Richter, Mosier (23) and Burgett shower in dirt. (Below) Hurricane Hannah was tenth. (Opp. pg.) Relaxed Roger D.

Trans-AMA round three

By Charles Morey

DeCoster's Unadilla

PHOTOS BY JIM GIANATSIS

SOUTH EDMESTON, N.Y., OCT. 10

The world's best known motocrosser, Suzuki's Roger DeCoster, reconfirmed the already established belief that he is The Man in top line motocross by staging an impressive double moto victory at the Unadilla Valley Sports Center Trans-AMA event. DeCoster's win was an identical replay of his last year's ride at Unadilla where he and Suzuki teammate Gerrit Wolsink had finished 1-1 and 2-2 in their domination of the race.

The pair almost did it again. Wolsink did actually finish second behind DeCoster in both 40-minute-plus-two-lap motos, but he was penalized a full lap (dropping his second moto placing to 14th) for riding outside the boundaries of the track. The penalty, witnessed and enforced by AMA referee Ron Denny, was not a popular decision.

The problem started when Pat Richter, a talented California KTM rider, made an error in judgement and paid the standard fee — he bailed off. The crash demolished a haybale and course marker on the outside of a righthand sweeper near the foot of the announcer's tower. When Dr. Wolsink came around the next time, the track workers were in the process of repairing the course marker, and Gerrit went wide on the turn, outside of where the marker had been. No one was passed; it wasn't a shortcut. But he had, nonetheless, broken a rule.

Things became more complicated when no one notified Wolsink that he was being penalized. Apparently, in the rush back to the pits to secure any tempting "sourvenirs" before the crowd was allowed in to see the riders, the team had not checked the posted scores and detected Gerrit's 14th placing. By the time he found out about it, the protest time period had expired, and although Denny listened to arguments, his decision stuck.

For Gerrit, it marked the end of a very frustrating day which began with a continuation of the "Leathers vs. Nylon MX Pants" argument at the riders' meeting (Gerrit lost there, too) and wound up with a dump from a solid second to a seventh overall. Thusfar it's been a bummer series for the Dutch dentist.

Kawasaki's top contender in this year's 500cc National MX series, Gary Semics, was the most "together" American of the afternoon, starting both motos with sixth place or better starts and working them into a final 6-2 second overall tally.

Gary was well on his way to making it a fourth place finish round one until he crashed on the final lap just after passing Adolf Weil with two laps to go. Gary, as he put it later, "saw stars" in the get-off, and it let Brad Lackey and

Weil get by to follow the Suzuki parade of DeCoster, Wolsink and Akira Watanabe to the checkered flag.

"Bad Brad" Lackey got the come-from-behind award for the afternoon, an honor that almost matches that of first American. Team Husqvarna's 500cc GP rider recovered from a first moto/first lap encounter with Tony DiStefano that left Brad on the ground with a stalled engine. He restarted, completing the opening lap in 21st place, then showed the folks back home what he'd learned in Europe. The undulating Unadilla track, wide and rough, demanded European technique, and it had completely baffled several U.S. competitors. Brad dialed WFO, carefully choosing his lines, and worked up to fourth by the moto's end.

Round two saw Lackey again down and out as he was forced into a fence at the start, again killing the motor, and he got back into the race dead last. This time he picked off 31 of the 36 starters for a fifth placing Wolsink's one lap penalty upped Brad to a 4-4 total.

Holeshot artist of the day was Kawasaki's Terry Clark. Terry showed everyone the way to turn one twice, then bowed out to early-lead-stealer of the day Adolf Weil who displaced Terry in the first six turns in both motos.

The ubiquitous Maico master, Weil then surrendered his early leads to younger riders as he seemed to drop only slightly off the pace near the end of each race. Still, only DeCoster, Semics and Lackey edged him out in the final overall results as he piloted the red Maico to a steady 5-5 fourth place.

Pierre Karsmakers, riding on his favorite U.S. track, made sure a native European rounded out the top five. Pierre registered a 10-6 afternoon on his factory Honda.

250cc Support

Early bets had Mickey Kessler's Montesa taking the Support class by storm as the New Jersey rider claimed the lead on lap two of the opening round when leader Rich Eierstedt crashed. Had lap money been offered, Kessler would have taken it all from that point on; he was never headed for the remainder of the moto.

Eierstedt recovered from the fall and rode in to finish fourth as other contenders also suffered problems. John Savitski started strong but got out of shape on the opening lap dropping from third to sixth, then later fell on Unadilla's incredible uphill when a lapped rider blocked his path. Danny LaPorte ran into rear shock problems — one of them bent and stuck in the extended position in the first ten minutes of the race — but he still finished second in the moto. Penton rider Frank Stacy, a proven Support class power, followed in third.

Kessler's charge ended at turn one of the second moto when, in the lead, he crashed and was run over. Obviously in pain, Mickey hobbled to the sidelines, gradually recovered from the shock, then restarted the moto a full two minutes behind the last man in the 41 rider pack. His ride up to 13th was worth a sixth overall.

Husky's Charlie Sun caught Stacy on the opening lap and held the lead despite some hard pressure from John Savitski's Suzuki until the fifth lap. John got around the Husky but he stalled the bike, losing the lead and allowing Eierstedt to close on him. In the last half, Rich put on an unstoppable push, taking Savitski (John crashed) and then catching Sun in the final minutes and scoring the overall win over Stacy's 3-3, Sun's 5-2, LaPorte's 2-5 and Savitski's 6-4. ●

Results

500cc INTERNATIONAL: 1. Roger DeCoster 1-1 (Suz). 2. Gary Semics 6-2 (Kaw). 3. Brad Lackey 4-4 (Hus). 4. Adolf Weil 5-5 (Mai). 5. Pierre Karsmakers 10-6 (Hon). 6. Rick Burgett 8-8 (Yam). 7. Gerrit Wolsink 2-14 (Suz). 8. Tony DiStefano 14-3 (Suz). 9. Akira Watanabe 3-15 (Suz). 10. Bob Hannah 13-12 (Yam). 11. Terry Clark 15-13 (Kaw). 12. Gaylon Mosier 19-10 (Mai). 13. Gary Chaplin 17-16 (Suz). 14. Don Kudalski 23-11 (Pen). 15. Billy Grossi 12-24 (Suz). 16. Pat Richter 2-17 (KTM). 17. Mickey Boone 18-19 (Suz). 18. John Ayers 21-20 (Mai). 19. Sylvain Geboers 36-7 (Mai). 20. Wayne Boyer 22-21 (Bul).

250cc SUPPORT: 1. Rich Eierstedt 4-1 (Hon). 2. Frank Stacy 3-3 (Pen). 3. Charles Sun 5-2 (Hus). 4. Danny LaPorte 2-5 (Hus). 5. John Savitski 6-4 (Suz). 6. Mickey Kessler 1-13 (Mon). 7. Mike Runyard 11-17 (C-A). 8. Denny Swartz 9-9 (Mai). 9. Pat Moroney 10-10 (Hus). 10. Dan Farley 8-14 (Hus).

Check Chase

Tom Brooks wins a rough one

By Dale Brown

PARKER, ARIZ., OCT. 9
Tom Brooks (400 KTM) led most of the way, finished with a big lead and won the 26th Check Chase hare and hound.

The race was billed as a "District 37/DRA Challenge" and paid points for both organizations. Tom Brooks entered on the DRA side. In the top ten, the score was: D-37, 5; DRA, 4; Nevada, 1.

Brooks was leading right after the bomb, followed by Mitch Mayes (360 Hus). There were several get-offs near the bomb, with riders hitting ditches off the course. One of them, Heath Hibbard (400 Yam) was in the middle of a three-bike pile up, broke his wrist and finished the race at 24th overall.

As the leaders neared the first gas pit, Brooks had about a 30-second lead on Mayes. Cordis Brooks (250 Bul) and Bob Balentine (400 KTM) were right together, with Bruce Ogilvie (250 H-D) right with them. Bob Rutten (250 Hus) was next, with Tom Kelly (250 KTM) behind him.

Mayes surged ahead between the first and second gas pits, leading by about 30 seconds at gas two. Balentine got by Cordis Brooks, but Ogilvie was dicing with him. Kelly passed Rutten only to lose the course and get repassed.

After the second gas, Mayes and Brooks passed each other several times. The last pass went to Brooks when Mitch killed his engine in a corner.

The Checkers said they measured the distance between the second gas pit and the finish; 43 miles according to their odometer. Nonetheless, they set up an alternate gas pit about 15 miles from the finish. The leaders all took a little gas there, but the last 15 miles was mostly very soft sand. Brooks ran out of gas two miles from the finish. But there were people out there in an automobile and they gave him some straight gas. He rode somewhat gingerly into the finish, completing the approximatly 125-mile race in two and a half hours. The following day, when he recieved his trophy and a $100 check from DRA, he was asked to say a few words to the assembled multitude: "It was rough!"

Mayes also ran out of gas; He finished about five minutes after the leader. He came in with no visor on his helmet after going one-on-one with a bush.

Balentine finished a couple of minutes later, totally exhausted. He nearly passed out in the moments following his completion of the race. He'd been dicing with Ogilive, including sharing a few moments in a foot-deep pond after missing an unmarked turn. Ogilvie broke sometime after that. The next day, after he recovered, Balentine flatly stated "That was the roughest race I've ever ridden."

Rutten took fourth and first 250, moving from about 15th at the start. Brent Wallingsford (250 Hus) finished right afterward for a second in class. Nevada rider Scott Harden (360 Hus) took sixth, bemoaning the worn rear shocks that gave him quite a beating.

DRA Amateur Mike Cole (250 Hus) took seventh and first Amateur. Cole didn't get a real good start, but moved quickly into the top ten when he found a good trail right alfer the bomb. Tom kelly finished eighth after getting lost twice and breaking a rear shock ten miles from the finish. Marc Cartwright (250 KTM) finished ninth and fourth 250 Expert.

Max Eddy (175 KTM) was running in the mid-twenties at the first gas pit. By the finishe he worked his way into tenth, winning the Division II Expert class.

At 11th, Don Wallingsford (Brent's brother) won the Open Amateur class on a 400 Mono. Open Experts Ed Zarp (Yam) and Mike Powers (Hus) were in next, followed by Arizona rider A.L. Haydis (250 Yam). Mitch Payton 125 Hus) rounded out the first 15, taking a second in class.

Jack Froelich (250 Yam) won the Senior class with a fine 23rd overall placing. DRA rider Gus Paull (400 Yam) finished second and took first Open Expert at 39th. Joe Lockhart (Yam) was the first trailbike actoss the line, nearly 40 spots ahead of his closest competitor.

Leslie Klug (250 Hon) was leading the Women's Dicision and running 50th overall through the second gas pit. Between ther and the finish, something happened and Dawn Grant (175 Hus) got by to win with a 79th overall placing. Leslie finished some 50 places later, but took first Amateur for the DRA side. June Elias (250 Yam) took second Amateur, with Lisa Christenson finishing third on a 100 Yamaha. Jolene Payne (175 Yam) won the Novice class.

Prairie Dog club members Bruce Felker and Scott Child, both on 400 Yamahas, battled much of the way for first Novice. Felker crashed and Child was left in possesion of a giant lead.

Only six Beginners finished the entire race. The winner, Chris Rodgers (250 Bul), passed out from exhaustion at the finish. He left Saturday evening not knowing that he'd won. Scott Atchison (100 Yam) took second, making it a 1-2 sweep for the DRA Beginners. Pie-plater Bill Howell (250 Hon) finished third.

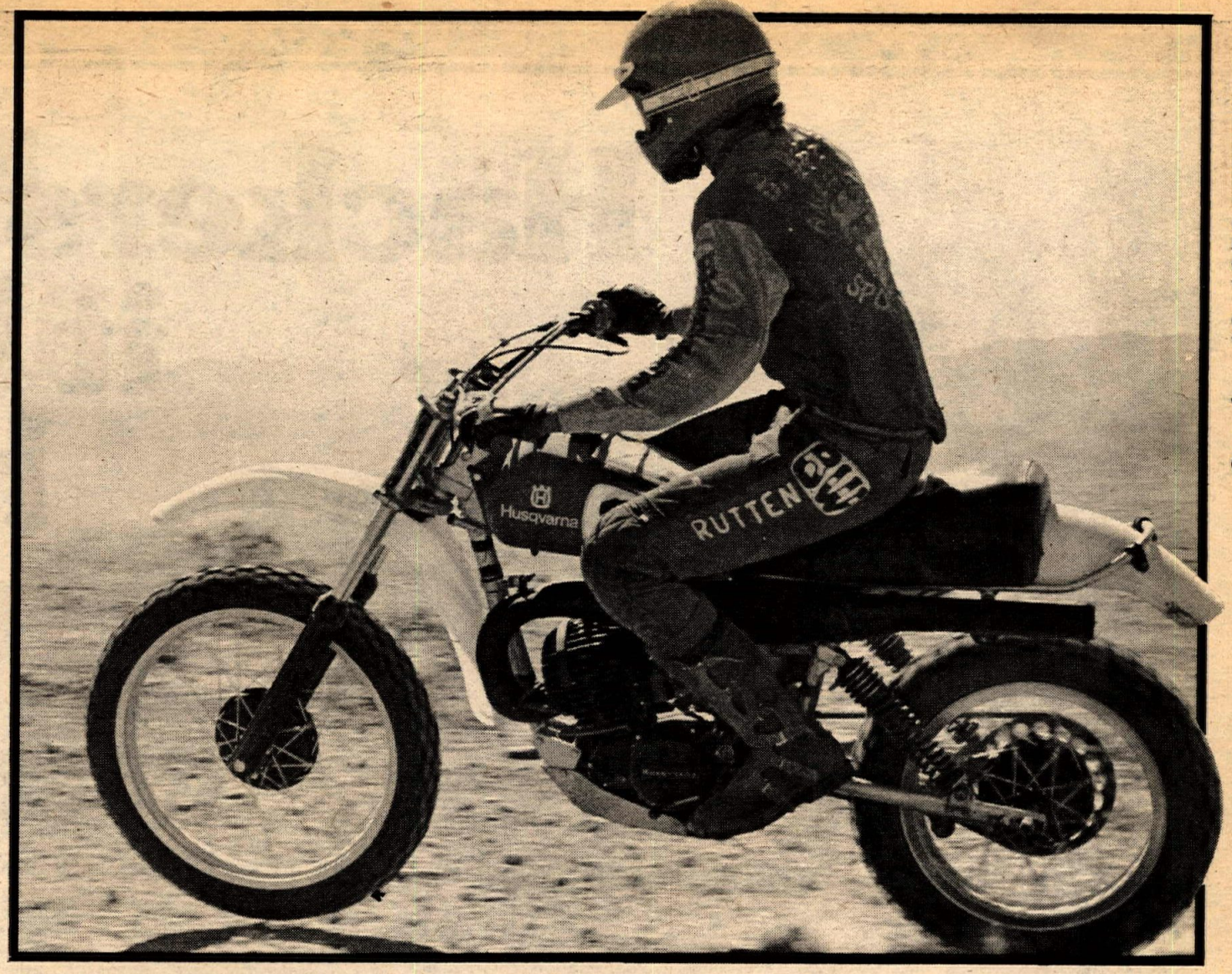
The sidehacks had their own race to the first gas pit, with Russ and J.T. Whitney winning on a 750 Norton.

Out of the nearly 600 entries, there were over 330 finishers. During the trophy presentation, the Checker at the microphone was of the opinion that there were entirely too many finishers. The Checkers worked all night doing results and engraving nameplates for the trophy winners. In the Open Novice class alone, 20 riders recieved trophies.

Talking to riders after the race, I got the distinct impression that everything would have been copasetic if the finish line was where the alternate gas was. The Checkers threw in lots of variety, enough so that riders didn't have the strenghth to control the front wheel in the soft stuff. Lots of slow speed crashes occurred as well as many riders running out of gas. The marking was apparently adequate, but there were places where marking was needed and not provided, like the turn where Balentine and Ogilvie ended up in the water.

Shortly after the trophy presentation, Tom Brooks was seen among the passengers of a ski boat being towed in. The name of the boat was "Go For It."

Results in Results Section.



(Opp. L.) Tom Brooks goes for the win at D-37 Check Chase. (Above) Tom Rutten first 250 Expert.

Mitch Mayes ran out of gas, stalled and still finished second Open Expert.

DALE BROWN PHOTOS

Hackers have it hot & heavy

By Lane Campbell

RIVERSIDE, CAL., OCT. 2-3

Anyone who left Riverside Raceway right after the National missed a truly unparalleled experience — a large and feisty field of roadracing hacks in a race that went right to the last turn in the dash for first place. Two top-scoring Canadian teams, one from the East, one from the West, went hot and heavy the entire ten laps (was it really only ten?), as the Ontario-based team of Greg Cox/Bill Davidson on a R.C. Engineering Kawasaki 1000 just edged British Columbia's finest, Western Champions Larry Coleman/Wendell Andrews (Suz 750) after going slam-bang through lapped traffic to do so.

The Bill Blau/Jack Hart Kawasaki outfit holeshot the field and led for one lap over Cox, Coleman and the Lougee/Gipe team; but the toll of high-speed acrobatics began to tell on everyone's coordination. Gradually Coleman and Cox passed, pulling away together, leaving Lougee/Gipe a solid third, while Blau's ignition went away about mid-race.

Meanwhile Ron Thorne moved his Suzuki kneeler past Tony Masella/Bill Bryan, who were giving their Honda, one of the few "sitters" (taller than kneelers, hence more of a handful) a tremendous ride. Fourth lap and Cox powered the big Kaw past Coleman, leading the screaming Suzuki rig through the Esses. But though the Ontario team had the power, they were having trouble pulling fifth gear; so they were unable to break draft. Coleman hung on doggedly, and entering the downhill left turn seven, braked and dove under Cox, taking advantage of the fact that he was "chair down" (i.e., chair on the right outside, making him more stable turning left), while Cox's monkey Bill Davidson was having to hang off mightily to prevent wheel lift on their "left-chair" rig. Then it was shift, hang off and block through the left of turn 7A.

Masella and Doug Katilla (Hon kneeler) were now dicing over fifth/sixth behind Pat Manske/Mike Parkenson (Kaw). These three had at one time or another slingshot Lipanovich/Callaway's Suzuki. Running well back and proving to be a handful was the double-engined (you read right) 1500cc Kaw of Ian Flannery/Steve Quinn, seemingly out of it, but soon to figure in a big way; as the leaders came up to lap them.

Coleman again slipped neatly under the slower rig entering turn 7 in what looked likea deft blocking maneuver. But Cox wasn't in the mood to be blocked; and powered the black droop-snoot Kaw rig around outside in pursuit. Going by, Davidson, trying to hang off, guard his head, and keep the third wheel down all at once, shoulder-blocked Flannery hard enough to knock him off! Quinn hung on as the driverless Kaw did one flat spin into the roadside mud while Flannery rolled on the ground alongside. Luckily, both were able to pick up and push off after the race ended.

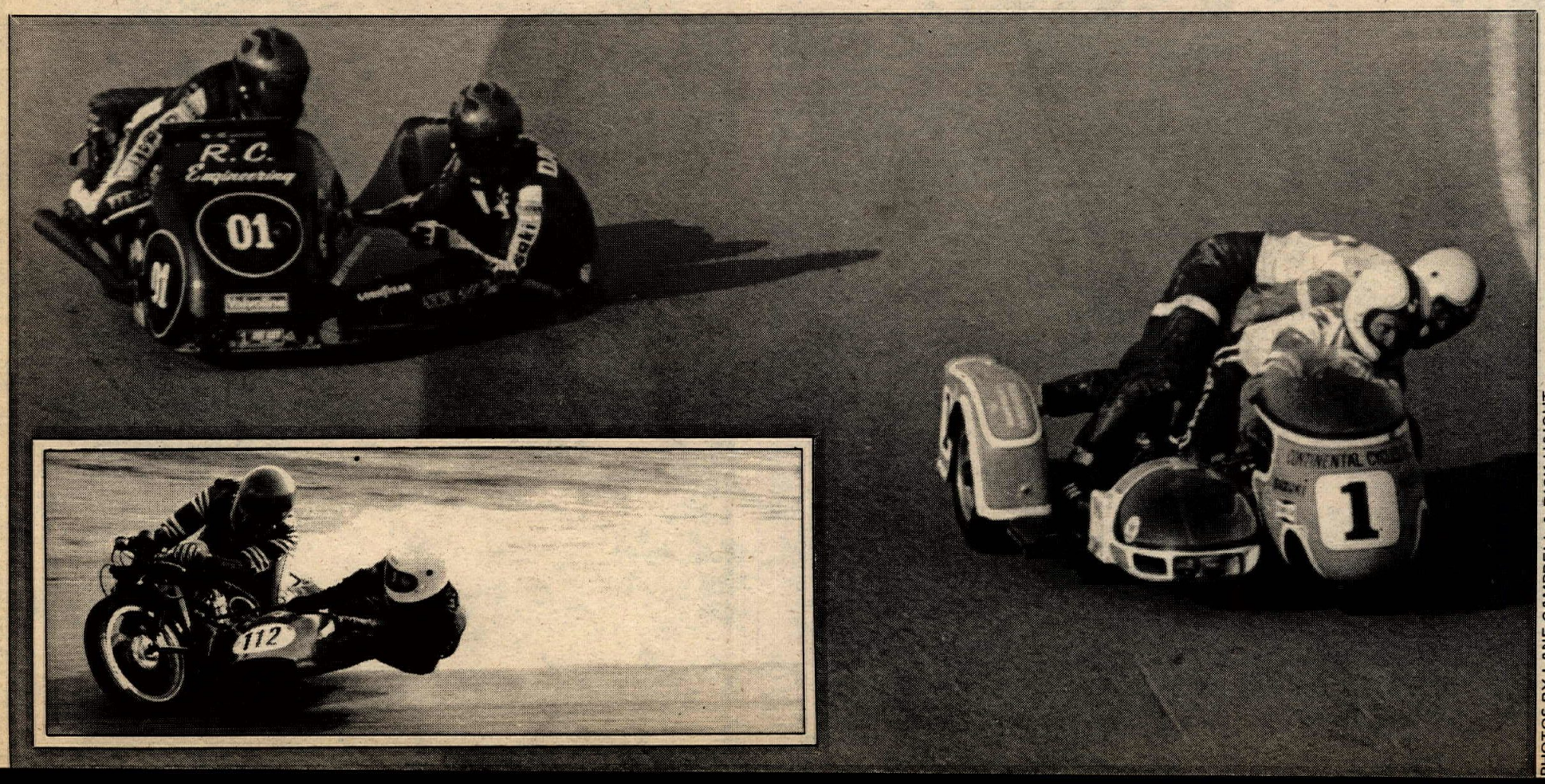
Less lucky was Tony Masella, who lost it about where Steve Baker had come off in turn nine, clouting the Armco barrier. He was hospitalized the following day to check possible leg injuries.

Under the white flag, still lapping traffic in the hacker's traditional rough-and-tumble style, Cox shadowed Coleman, waiting for the final turn, the sweeper turn nine, where he would again be chair-down. With Coleman's rider Andrews hanging over the apex to the right, Cox went left, outside, throttle on, correcting with a slide, and got the drive out of the turn to win. He and Davidson only collected $100 for the win (the trip alone cost them $700); but from a spectator's point of view, they and the other 14 sidehack teams had made the day's show.

Results

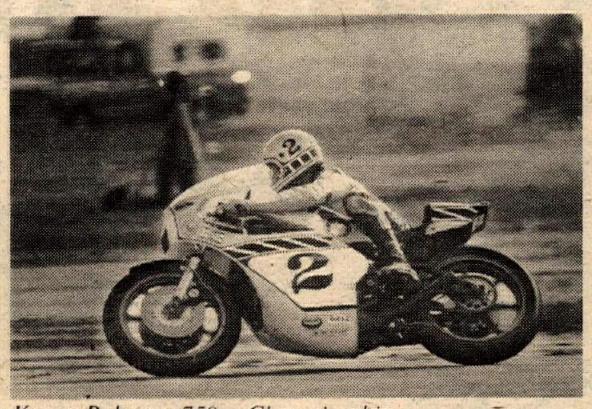
1. Greg Cox/Bill Davidson (Kaw). 2. Larry Coleman/Wendell Andrews (Suz). 3. Wayne Lougee/Gary Gipe (Hon). 4. Ron Thorne/? (Suz). 5. Pat Manske/Mick Parkenson (Kaw). 6. Doug Katilla/Pat Dunn (Hon). 7. Bob McGuire/Brad Fulker (Hon). 8. Jim Lipanovich/John Callaway (Suz). 9. Oswald Auer/Steve Huff (Kaw). 10. Craig Marx/Ken Forsman (Suz).

(Above) Early leaders Blau/Hart. (Below) Duel of the Canadian Champions. (Inset) Sideways, smokin' and wheel off. Not too shabby, guys.



PHOTOS BY LANE CAMPBELL & DICK HAIGHT

S&W Takes One/Two at Mulholland Challenge Cup Road Race



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Results of AMA National Championship Road Races
Riverside, California October 2nd & 3rd, 1976

Event	Distance	Rider	Speed
1st 250cc Championship:	50.8 miles	Kenny Roberts	96.8 mph *
1st 750cc Championship:	76.2 miles	Kenny Roberts	101.4 mph *
2nd 750cc Championship:	76.2 miles	Takazumi Katayama	

* AMA track record

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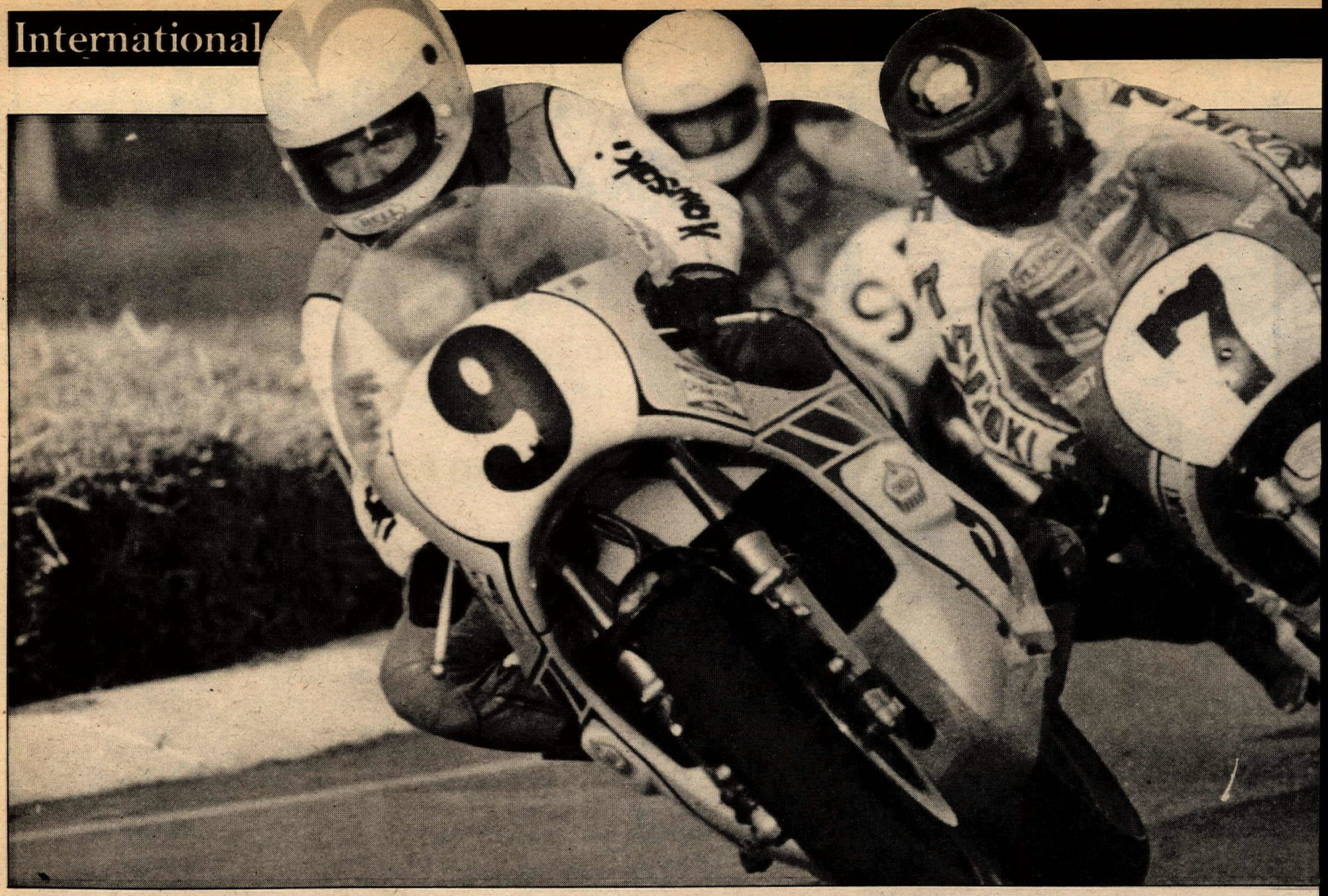
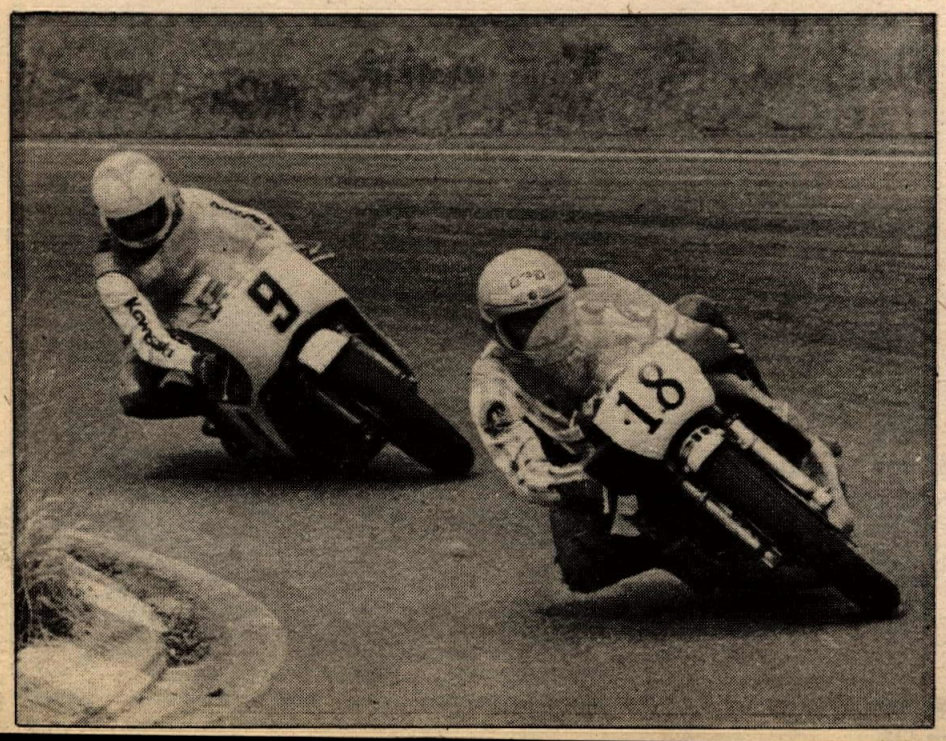


(Above and below) Nixon on the Euro-circuit with various illustrious company. He's either one point up or two points down on the World F750 Championship; the Venezuela question

F-750 "It's not over yet..." Gary Nixon



HOCKENHEIM, WEST GERMANY, SEPT. 26

"It's not over yet," said a less than happy Gary Nixon, "I'll keep my champagne on ice until they sort out the Venezuelan round at the October FIM meeting. Until then it's still anybody's crown."

The final round of the FIM Formula 750 championships had produced no clear cut champion since the outcome of an appeal of the top finishing positions in the March Venezuelan round is pending. Confusion, for that is exactly what it is, surrounds the coutcome. If the championship is resolved on the basis of half a rider's top scores plus one then Victor Palomo, the West German victor, tallies two points more than Gary Nixon (61-59).

However, should the FIM rule that Nixon was the victor of the Venezuelan round then he would take the championship (62-61) by the slim margin of one point! No matter how the situation is resolved it will leave a bitter taste.

Britisher John Newbold entered into the picture when the circuit moved to Hockenheim, for the 23 year old Suzuki GB teamster had a mathematical chance to unseat both Nixon and Palomo. He failed in his bid, but was far from disgraced. John won the first 100 mile leg from Swiss Phillipe Coulon, fellow Britisher Mick Grant and Spaniard Victor Palomo in a blanket finish that saw the quartet separated by just six-tenths of a second after an hour of racing.

Newbold was leading the second leg by a good margin after the fuel stops, but was brought down by bad luck when a rider on a slower machine crashed in front of him leaving John no escape. He was quickly up and unhurt, but his Suzuki needed attention including the repair of a stuck throttle. The time spent in the pits coupled with the fact that his final laps were done at a slow pace dropped John to a seventh place finish in the second leg and fourth overall.

Nixon, taking advantage of Newbold's disaster took victory in the second leg, but was followed home by Palomo who, with his fourth placing in the first leg, grabbed the overall victory (his third in the final three rounds) and with it the title. Maybe.

Nixon was seventh in the superb first leg after losing valuable time trying to shut his petrol cap after his fuel stop. He might well have been pushed to third overall in this meeting if Swiss ace Bruno Kneubuhler had realized the situation.

Thanks to his third place in the second leg Bruno tied on points with the Kawasaki-mounted Nixon, but in the first race Bruno had finished more than 22 seconds clear of the visitor and with eight laps to go in the second 100 mile event he was only ten seconds behind. He eased off, however, to coax an ailing engine to the finish and Nixon took second overall by just three seconds on aggregate time!

Newbold's superb riding, particularly in the first leg, earned him fourth overall, third place in the final F-750

mains unanswered.

points table to add to his fifth in the 500cc world championships.

British riders made their mark on the meeting. Barry Ditchburn set fastest lap in practice before crashing at the 180 degree Sachs curve in the Hockenheim infield circuit. Battered and bruised, Barry had problems with the brakes on his Kawasaki in the first leg and lost contact with the leaders after a straight on run at one chicane. In the second race he was well placed also, but his Green Meanie just stopped.

His teammate, Mick Grant, was brilliant in the first race and might easily have won if it were not for a 36 second pit stop to refuel and solve the problem of fluid being sprayed onto his visor which restricted vision. He lost a king size lead through this, but still came back to be in the bunch battling for the lead on the last lap.

Mick's second race was a real disaster. Noticing his front tire was not fitted correctly, he was delighted when the starter waved his hands apparently to indicate a false start. Mick pulled into pit lane to rectify the fault while the pack went round for the first lap. However, Mick had misinterpreted the starter's signals and the race had gone for real with him a disappointed spectator in the pits. ●

Results

HEAT 1: 1. John Newbold (Suz) 56:16.9. 2. Philippe Coulon (Yam). 3. Mick Grant (Kaw). 4. Victor Palomo (Yam). 5. Bruno Kneubuhler (Yam). 6. Barry Ditchburn (Kaw). 7. Gary Nixon (Kaw). 8. Christian Sarron (Yam). 9. Gerard Choukroun (Yam). 10. Alex J. S. George (Yam).

HEAT 2: 1. Gary Nixon (Kaw) 56:13.9. 2. Victor Palomo (Yam). 3. Bruno Kneubuhler (Yam). 4. Gerard Choukroun. 5. Alex J. S. George (Yam). 6. John Dodds (Yam). 7. John G. Williams (Suz). 8. John Newbold (Suz). 9. Piers Forester (Yam). 10. Johny Bengtsson (Yam).

OVERALL: 1. Victor Palomo. 2. Gary Nixon. 3. Bruno Kneubuhler. 4. John Newbold. 5. Gerard Choukroun. 6. Alex J. S. George. 7. John G. Williams. 8. Johny Bengtsson. 9. John Dodds. 10. Hans-Otto Butenuth.

FINAL STANDINGS (Appeal pending): 1. Victor Palomo (61). 2. Gary Nixon (59). 3. John Newbold (57). 4. Michel Rougerie (40). 5. Steve Baker (30). 5. Dave Potter (27).

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Jeff Foland machine guns the CMC Carlsbad pack with Val Tamietti tucked under his arm. (Below) Corki Moore ran into trouble to DNF the 125 Pros.

CMC Carlsbad: Tomlin and Foland

By Patti Trotter

CARLSBAD, CALIF., OCT. 10

When the sun crested the mountains today it was not the usual gentle mid Autumn rays that hit the Carlsbad racetrack but the merciless sun of the summer. It was hot, dry, and extremely dusty today. The Carlsbad uphill and downhill were deadly as any moisture that the ground had gotten during the night evaporated. It looked like asphalt, and rode like a giant wash board. I overheard a man say that since the up/downhills hadn't killed anyone yet the track must be in pretty good condition.

The Open Pros got the first shot at the track today. Prior to the race the riders were laughing and having some fun with each other but when the signal is given to start those engines its time for business and everyone is rigidly serious. Track'N'Travel Maico rider Val Tamietti is only a few races away from winning the title of CMC point leader and van winner so he seemed to be more serious than anyone Val and his incredibly fast Maico have been dominating racing this entire year. As the first moto got going Jeff Foland (KTM) was off the line and around the turn before anyone else. Val Tamietti and Dan Steele (Suz) buttoned down the two, three spots and thats exactly the way the whole moto went. Moto two had a little more action. Foland again was off first, followed by Tami, Chuck Pettigrew (Mai) Dan Steele (Suz) and Fritz Schlegal (CZ). When the riders were coming down the "Downhill" Tami missed a shift and dropped back in the pack giving the second to Pettigrew, third to Steele and fourth to Schlegal. Fritz held the fourth place for several laps and then surrendered it to the rapidly advancing Tamietti. With Fritz bumped from fourth and Pettigrew dropping back in the pack it was Foland, Steele and Tami. Tami got full on the wick to try and pass Steele, but Dan was able to out gas Val and as Buzz Croft waved the checkered flag Dan knew the coveted second place was his, along with the second place money.

PHOTOS BY PATTI TROTTER

Other riders getting the payback were Foland and Tamietti.

The women came to Carlsbad today to get some points, money and get ready for the Can-Am series next weekend. The women race next weekend will be by invitation only, so you can bet your last can of chain lube its going to be terrific. Sue Fish (Yam) made for the first turn ahead of the other riders and was full of the gas when her nearest competitors got past the Suzuki tower. Miki Kellog (Yam) and Lori Watson (Yam) stayed with the fabulous Fish and finished the moto second and third. In round two it was Fish again, followed closely by Janene Turton (Bul) and half of Team Miley, Joann. The other half of the Team Miley, John, had just finished his moto and was rooting for Joann to "Gas it". Pay back went to Sue Fish, Janene Turton and Lori Watson.

250 Pro riders looked just like rockets. How they got any traction on the rock hard course is beyond belief. Val Tamietti (Mai) Dale Anderson (Suz) and Kevin "Viva" Rodgers (Mon) were the first three to explade off the starting line and go for the wide open space that is Carlsbad. By the third lap Scott Montgomery (Miller Mano) was in

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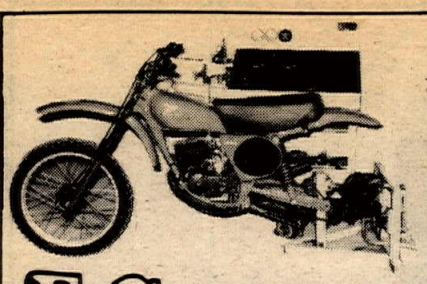

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The 100s line-up on the off-camber downhill.

second place and putting a lot of pressure on Tami. Mani, Montgomery and Anderson pulled far ahead of the other riders to finish the first moto way ahead of anyone else. In the second moto Scott Montgomery blasted off the line for a fantastic holeshot. Second was Tamietti and Dan Ellison (Mai). After a few laps Val grabbed the lead away from Scott and Jim Martin (CZ) was in third place followed very closely by Steve Rhyan. Tamietti held the lead for one lap and Scott Montgomery opened up his machine to take over. Martin was now second with Rhyan in third and Tami, riding on a flat front tire in number four. Rhyan and Martin switched positions and as the moto drew to a close it was Montgomery, Rhyan, Martin and Tamitti. Riders taking home the cash were Montgomery, Tamietti and Martin.

125 Pro riders first off the line were Jeff Tomlin (Hon), Tim Tolar (MM), and Vince Kreizinger (Hon) and Butch Darling (Hon). Working on rearranging the positions was the Miller Mano flash Corki Moore and his WFO machine. Corki came from way back in the pack to capture second and hold it throughout the entire moto. Top finishers in the moto were Tomlin, Moore and Gerald Stewart (Yam) moto two Tomlin was again the leader and thats exactly the way he finished the moto, the leader. Top finishers for the day were Tomlin, Stewart and Butch Darling. ●

Results in Results Section.

DG's David Taylor is just berserko on any part of course. Outstanding action at AMC's

Elliott trouble at $1,000 AMC

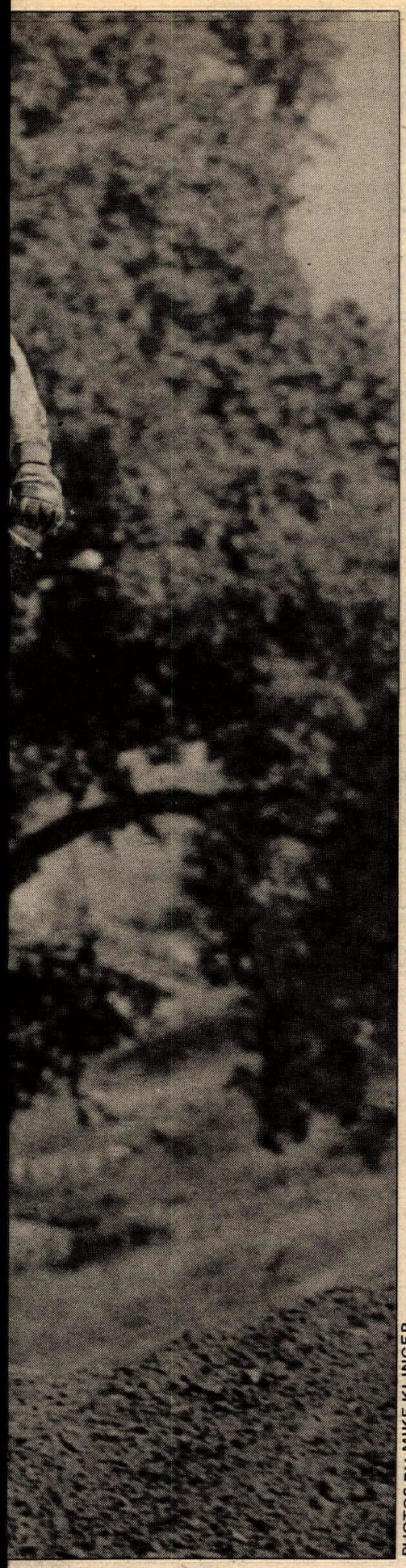
By Danny Raymond

ORANGE, CALIF., OCT. 10

Suzuki R & D's Bob Elliott went home with almost one third of AMC's monthly $1,000 purse by taking top positions in both 250 and Open Pro divisions. During the Open Pro action Bob's nearest competition, if any, came from Mid-Valley's Marty Moates (KTM), who took second overall after coming from dead last in the second moto all the way through a pack of twenty Pro's to finish a strong second.

During 125 Pro action D & Gs David Taylor (Suz) took home a well deserved first overall after some heavy dicing with Yamaha's Broc Glover. Broc was hot on Dave's rear fender during the second moto until he was slowed by a broken pipe and was forced to drop off his pace.

The biggest and by far the most exciting racing of the day was the 250 Pro race. After the start of the first 250 moto Suzuki mounted John Smith quickly picked up the first position and never let it go, even though Bob Elliott was constantly closing the gap on John'



PHOTOS BY MIKE KLINGER

1000 Sunday.

rear fender. Greg Robertson, Marty Moates and Mike Bell (D & G Suz) had a heck of a battle going on for third until the very end of the moto when both Robertson and Moates pulled their Mid-Valley Ossa's passed Bell, to finish three-four behind Smith and Elliott.

Elliott completely ran away with the second moto as soon as the pack thinned out. Robertson did like wise with second place. John Smith had his hands full after suffering from a very poor start. While closing in on Steve Montaque (Suz) John dropped his Suzuki and put his handlebars down near his gas tank and quickly faded down to a distant fifth place. Marty Moates quickly took charge of third position until a DNF handed Montaque the third spot once again. As the checkers fell Elliott had easily won with

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If you are thinking that this is the same Cordis Brooks that won the ISDT qualifier in Cal City, you are right, it was the same bike too.

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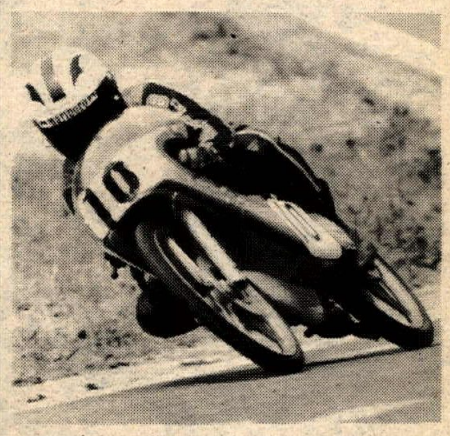

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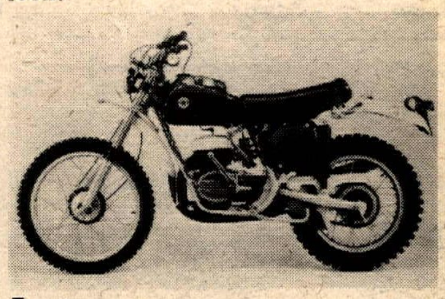

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DANNY RAYMOND

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(Above left) Saddleback Saturday's Randy Blevins. (Above right) CMC Saddleback's 125 Jr. Robert Broguiere and (below) AMC Saddleback's Mike Bell.

MIKE KLINGER

Robertson, Montaque, Mark Rodman (Yam) and John Smith rounding off the top five, in that order.

Results in Results Sections.

Bryar Holcomb almost comes back

By Danny Raymond

IRVINE, CAL., OCT. 2

Minicycle champ Brian Myerscough took home top honors in Saddleback Saturday's 125 Pro action. Tony Wanket (FMF Hon) led the first moto to the flag after Alan Smith (Hon) dropped out of the lead with a sour motor. Myerscough placed a distant second behind Wanket. Myerscough led the second moto from start to finish with Wanket a close second.

During the Open Pro action Bryar Holcomb smoked the first moto aboard a new KTM. Meanwhile the battle for second place was the highlight of the race. After a tangle with Lee Scheefers' KTM rear tire, Coast Moto Cycle's Randy Blevins berzerked his CZ into the second place position, passing Steve Russell (Mai) as the moto ended. Scheefers motored in for a close fourth.

As Holcomb pulled into a commanding second moto lead he looked like he had the race wrapped up until one of Saddleback's giant jumps tore half the spokes from Bryar's rear wheel. This left Russell in first spot to the checkers. Robin Clark (Mai) took over the second spot after Randy Blevins' CZ was sidelined after suffering ignition problems. Steve Roark (Suz) and Lee Scheefers finished three-four at the end of the race.

Wheelsmith's Jeff Vidic took home top dollar in the 250 Pro division after some heavy dicing with second overall Bob Elliott (Suz) and Ossa mounted Greg Robertson. •

Team DG WFO at CMC Saddleback

By Patti Trotter

ORANGE, CALIF., OCT. 3, 1976

You can tell if it's *Bell* it's swell. That was the feeling of 258 Juniors and Intermediates who came to Saddleback to do CMC battle today. The prizes today were strictly "sano". ABC MX leathers for first, a Bell Motostar Helmet went to second, third place got a helmet bag and fourth a Bell Jacket. The loot went to the winners in each class. Not bad, eh?

For the 125 Intermediates, it was Team DG, Kevin Harlow and Mike Loper, smoking the field. Dan Green (FMF) got the holeshot but was unable to hold onto the lead spot for too long because Kevin and his DG machine are out to do mean things to the other riders today. Second place rider Mike Loper and Hondaman Randy Skinner, along with Ross Thompson (Hon) were able to pull way out in front of the competition and dust them all. These four riders got the goodies.

125 Junior class had Suzuki mounted Keith Doege grad the holeshot and just pour on the power. Keith just opened up his machine and jetted around the course. Following Keith were Mike Bennett (MM) Glenn Young (Hon) and Robert Broguiere (DG). It looked for a while as if the riders were playing follow the leader until Broguiere managed to bump Young for the third place position and Jim Cote (Suz) scrambled to get the fourth leaving Young with fifth overall. Darn good when you stop to consider 74 Juniors started out today and only four could win the goodies.

Steve Pigage was first off the 250 Intermediate line with a lot of guys who wanted to win right on his Yammy's knobbies. Brad Roysdon (Suz), Dean Jocic (Mai) and Rocky McKee (MCA) were his closest competition for a few laps, but Ken Morgan and his wide open Suzuki were busily working towards the front of the line. As the laps checked off, Morgan just kept pushing until in the last of the race he had passed everyone, even the leader.

The winners in this 250 Intermediate race were Morgan, Pigage and Jocic. 250 Juniors were the last of the racers today. KTM rider Marc Halliburton led the riders down the start hill and never for a second gave up his total dominance of the race. Other riders scoring well in the race were David Fisher (Kaw) and Gary Gonzales (Mai).

Results in Results Section.

Hulbert brothers at Elsinore

By Andi Gangewer

ELSINORE, CAL., SEPT. 18

Darren Hulbert was the man of the night in the Mini Amateur Expert class. Darren started out on the right foot and went on to bring home the gold. Jim Snow was held to third until the final lap, when he realized it was now or never, and dashed past David for second. David Hulbert and Ken McIntire, the lone Expert, were going at it tooth and nail in moto two. David ended up on top, followed in brother Darren's dust for second, Kent McIntire was third. Moto three, Darren left the hassle of jockeying for position to older brother David and Ken McIntire, while he cruised along way out front. Ken had the disadvantage of starting in back of the Amateurs and, after working up through the pack, he was held to third behind David Hulbert. The overall results were Darren Hulbert, David Hulbert and then Ken McIntire.

Tim Thibodeaux rode to an easy win in the 250 Novice race. As Tim pulled into the lead, Dennis Voll (Bul) and LeRoy DoZois (Kaw) were clashing for position, but Dennis was the strongest and secured second. The final 250 Novice race was a gut buster for Thibodeaux, DoZois and Voll. Thibodeaux finished first after a head to head battle. LeRoy was determined to beat Dennis out of second and he did it too, just in the nick of time. Tim took the trophy home. Dennis and his Bul took the second over LeRoy DoZois.

Kinney Jones took the first heat of the 125 Beginner race and Nick Litwin joined Jones in the other direct transfer to the long awaited main event. Six riders would continue on to the main from the semi and since three riders didn't show, the pressure was off 'cause all made the main.

Scott Pond aboard a Honda led the pack but high pressure came from the rear. David Hachee followed in Scott's wake until Tom Headley took over where David left off. Tom wanted that first place and he tried everything he knew to get around Scott Pond. Headly snatched the lead from Pond for a short lap, but Pond also vowed to take the win and he did it by the skin of his nose. All riders went on to the main for the fight for the two trophies.

The victor of heat one, Kinney Jones, made a repeat performance in the biggy race. Tom Headly gave him a real go. Four riders each wanted a piece of the pie, but only one could have it. Tom got a fantastic start and led for two laps until Jones buzzed by to take control. Headly left the door open and Kinney Jones and Nick Litwin moved past. Then Tom got things squared away and traded places with Nick. The race came to a close as Kinney Jones and Tom Headly picked up the first and second place trophies. Kinney is a professional motocrosser, so he declined taking the trophy and Headly moved to the head of the class. Nick Litwin took the second place trophy home. •

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PHOTOS BY LARRY LANGLEY

"Crash" Cano just livin' up to his name at the Cal State 100 Endo — oops — Enduro.

Cal State 100 Enduro 'Reggie wins one'

By Larry Langley

ANDERSON DRY LAKE, CAL., OCT. 3
District 37's Number One Enduro rider, Reggie Krong, finally put it all together on his 250 Honda, for the first time this year, to win the Double Crosser's 4th Annual Cal State 100 Enduro. Reggie received a little help when Check B was protested, and upheld, because the clock couldn't be verified after the enduro. The checker took it home with him! Referee John Townsend chalked it off to a lack of communication. When the scores were adjusted after the protest, Reggie ended up with a loss of just two points edging out Dirt Digger Gary Woodling (Yam IT 400) who finished with a three point loss. Gary went home from the enduro thinking he had won it, only to learn later that he had been aced out in the re-scoring.

A somewhat sparse turnout of less than 250 riders turned out to try their skills on terrain most veteran enduro riders knew by heart. The first loop turned out to be a little more interesting than usual when three riders arrived at the "three" mile check and found, much to their amazement, their speedometers read only 2.5 miles. The Double Crossers had apparently dug up some obscure speedometer to blow the riders' minds and they certainly succeeded. The net effect was that a good many riders burned checks, something they usually wouldn't do on a "C" loop. The 45-mile loop, terrain wise, was suited to the level of riders attempting it (C's) and even though most of it was not new terrain, the Double Crossers managed to put it all together in an interesting way to make it fun and enjoyable. Check B, the check which was subsequently thrown out, caught quite a few riders late as it was located at the bottom of a steep rocky downhill at a fast 24 MPH average.

The schedule had called for a very fast 42 MPH average which had the riders a little psyched out (for 11.0 miles?) but with the speedometer error (which dropped the average to a more reasonable actual 36 MPH) and flat terrain, most riders were on time at the end of the section.

The second loop was clocked with a "normal" speedometer which had the riders breathing a little easier; except for a scheduled 60 MPH average for three miles! It turned out to be a straight dirt road which most riders gambled and rode early (you could see ahead for the whole three miles). The small bike riders were more worried than anyone about the average.

After a loop west of Camp Rock Road, the course came back right through the pits. It wasn't as bad as it sounds since it was at a pains-taking slow 6 MPH average. Everyone got to wave at their pit crew as they crept through the area. When the average kicked up to 24 MPH at the next speed change, it was time to get it on! A check that most made on time, and soon riders were facing a tough obstacle, a slippery rock uphill which seemed to take forever to climb. A narrow windy wash on the downhill side prevented making up any lost time as a check caught everyone late. No one zeroed it, but Rick Munyon, on his ISDT CR 125, hit it just one minute late. Two and three point losses were common, especially when the hill became congested with stuck riders.

One more check before the finish and it was off to the climax of the enduro. Again, a slow 6 MPH average for the last four miles had riders wondering, especially since the last three miles were in "free" territory. Riders had a hint of things to come when they turned up into the hills bordering Anderson Dry Lake. Sure enough, just a mile from the finish, the trail turned off down a virgin canyon downhill which, to put it bluntly, was a bitch! Riders on the first numbers (before a trail got broke in) had a pretty tough time as they still had rocks in the trail to overcome. Later riders had fallen bodies to contend with. Riders were pretty tired coming out of the canyon, some were absolutely exhausted, and spent considerable time trying to regain enough energy to make it in to the finish. More than one gas tank took a beating as the drop-offs took their toll.

Possible "A" team winners look like Team Montesa, Roy Sheridan, Dave Evans and Fred Hayes. Bruce Kessler on his Hockies Ossa sponsored 175 Enduro Phantom took the 200 class honors. Bruce edged out Can-Am mounted Don Nelson and Team Honda members Rick Munyon and Jay Tullis. ●

Results pending.

D-38 desert race

By Loretta Pipkin

CALEXICO, CA. SEPT. 26
District 38 ushered in a new season of desert racing with three 21 mile loops off Highway 98 outside of Calexico, California, hosted by the Imperial Valley Motorcycle Club. Hurricane Kathleen presented the 110 entries with what was now, virgin desert; packed sand, whoop-de-doos and rough cutaways from the previous flash floods.

Rolf Tibblin took the win with a comfortable lead which he had acquired after changing jets on the second lap. Or the first lap, three minutes separated Tibblin, Mike harper and Bill Thornburg.Tibblin pitted on both loops; Harper and Thornburg gas gambled on the first.Thornburg lost out when he ran our of gas three miles from home check, leaving a clear path for Mark Barbour and Mark Sigman who had been eating his dust.

The third lap showed some tiring due to the terrain. At 50 you were cutting through bad and 80 was greased glass. "In shape" closed the age gap as Tibblin now had the course dialed in and was flying. He cleared the finish line in such smooth style aboard the big Husky that they didn't get the checkered flag up before he flashed past. Mike Harper (Suz) was second, Mark Barbour (Hus) third, and Mark Sigman (Suz) fourth.

Approximately 80 riders managed to finish the race while three checks on the course plus spotters at various unmarked points kept it honest.

The start was held up for a few minutes when a rider, who skipped the drivers meeting and didn't hear terrain warnings to get in a little extra practice, whooped when he should have dood. He was taken to the hospital and later released with a few bruises and some hurt pride.

Steve Haynes made a gallant start but tangled with two other bikes over a catus. The catus won, after taking a bite out of his shoulder, which was good for a ride in the whirley bird. He was released that day but it will be a few more monthsbefore our hero decides to take on another catus.

Keep an eye on Steve Kephart who finished third in the 125s. On the first lap a slip of the hand gave the bike a gas bath, but Steve came off so fast he didn't even get wet. He was back on and gone before the smoke cleared, and this little pro is only 13 years old.

The weather was made to order and left the desert looking like a queen in her new green dress. Remember, the ever watchful eye of BLM is open, so keep it clean (the desert that is) ●

CRC MX at Corona

By Elaine Jones

CORONA, CAL., SEPT. 23
CRC, always keeping the riders on their toes, ran the big boys first instead of the minis at Corona this week. Bryan and Goat Breker immediately chose each other off even though Bryan was mounted on the Kaw KX 400 and Goat the KX 250 and they each had their own class. In the first moto Bryan took off in front but it was short lived when he stalled his engine coming back to the infield and Goat went roaring by. The second and third motos had Bryan holding off Goat all the way. They both collected bucks as Bryan topped Keith Fearing in the Open Expert and Goat got the dough in the 250cc Expert over Jim Latendresse and Frank Serjeant. The Brekers also added the Buddy race to their evening's work, coming from last in the Handicap race to be in front when it was all over.

Clifford Mathews started the evening off in the 250cc class with a spectacular mid-air pass and the win for moto one. Moto two, not quite as spectacular, again saw him home first. The third moto was Cliff's undoing as he limped home eighth on a flat tire. Cliff, who rides a Can-Am out of C.H. Motorcycles in Riverside, still got transferred and managed to end up second overall, beaten by one point by Jeff Specht. Tom Burmeister lost second by one point and had to settle for third.

Steve Morefield and Robert Pfetzing continued their battle in the 125cc class. Steve won the first moto with Robert in for second. In moto two Robert took the numero uno spot and Steve Castle upset the balance of things by taking second. Steve Morefield came up with third. The final moto had Morefield back on the beam as he got out in front and stayed there. Robert was second and Steve Castle third. Actually Steve "M" and Robert tied for first but Steve had the higher place finish in the last moto.

Chris Parker took the 100cc class with a clean sweep. Tony Cluchey had a firm hold on second but problems in the final go round knocked him out of the picture. Mike Diego, with a 2-4-2, was home second and Mike Johnson with a 4-2-3 came up with third.

The mini winners all claimed their victories with perfect scores. Mini Intermediate had Scott Davis over Donny Berry. Mini Novice had Mike Word over Ken Campbell and the Mini Beginner saw Harley Hall top Allen Lucas and Peter Neal.

Results in Results Section.

Old Timers at the Dunes

By O. T. Dal

VALENCIA, CAL., OCT. 3

It was a super day for racing and a great turnout of 41 of the Super Scooters, including guests/new members Chuck Trons, Richard Mosely, Allan Tarkko, C.F. Talbot, and our perennial in-house guest Richard Johnson – hang in there, Dick – 40 is not far away!

In the Novice class, Darwin Zenzer pulled off a classy overall win, with a snappy 1-2, followed right behind in second place by Kid Coffman, whose technique on his big Yammie keeps getting better and better. Howard Zimmerman got hot in the second moto, taking the win and third overall for the day (and that's no *Bul*), with Monte James scrambling close by for fourth spot.

The Amateur class was a veritable freight train today, with Fred Maynard the chief engineer and da winnah with a clean 1-1, with J. R. Trons snapping at Fred's heels with a 2-2 and the same overall. Boyce Williams was in fine form this day charging for third in both motos and third for the day, followed by Dick Varvel with a re-shaped CZ and a 4-5 for a hard-fought fourth.

Al Dennler and Dick Frampton made the Expert class a real tussle for first with Al taking the first win in the first moto and Dick doing the same in the second. Al held it a little tighter on points by taking a second in the second moto and the top banana for the day, while Dick took second spot. Doug Archibald was close by all the time with a consistent 2-3 for third overall, and it was good to see Hal Grady out again right in line for fourth for the day.

Marvin Olson showed the Masters the way home today with a smooth 2-1 and No. One Honcho for the day, with Norb Brown right behind (on a Maico?) gassin' it for second overall. We all sure want to say how great it was to see Spike Duncan out today doing the thing and rocketing around for third spot, with Joltin' Jim Warden right in there for fourth. ●

Results in Results Section.

Old Timers vie at Veterans National

By O. T. Dal

VALENCIA, CAL., SEPT. 25 & 26

Thirty-five of the Super Snappy Swingers Club came out this day to show how it's done at this very auspicious event, and by golly a couple of Old Timer class winners emerged Saturday after the dust had settled.

Congratulations to Jerry Steiner who won his division in the Open class, and also a round of applause to Arnie "Thumper" Adkinson, who led everybody home in the 4-stroke class. Norb Brown was nominated Veteran of the Year along with Larry Shoemaker and Rick Seiman on this occasion.

Seems as though Blackie Lewis managed a beautiful "sneaky Pete" start on the grand prix, then blew a shift and everyone got by before the first turn. Blackie has been elected to demonstrate his starting and shifting technique at our upcoming two day biggie at Edwards AFB, at the end of October, so that the art will not become lost for lack of use.

Close race story of the day on Sunday goes to the Amateur class. Jerry Steiner got the holeshots today, but for some reason found the track more comfortable to sit on, instead of his bike. Jerry still picked off third spot by recovering quickly and riding like the wind. John Selder picked it up in the first moto and held the front spot right up to the finish, only to be nipped by a wheel length at the last second by Pat Terlizzi, who ended up in second overall. In the second moto, Frank Hoshijima led after Jerry got off again, but John got by Frank for the win in the moto and also for the overall win for the day, with Frank taking fourth. Real, real good action.

Darwin Zenser showed the Novice class how you become an Amateur by sweeping both motos today, with Everette Hattle, another desert duster, showing that the desert boys know what it's all about by snapping up second. Kid Coffman muscled his big Yamaha around for third, lookin' good all the time.

The Expert class really moved things around today with Hutch Hutchinson taking the top banana with a 4-1, followed right behind with equal points by Ed Scheidler 2-3.

In the Masters, Blackie Lewis breezed home with a clean sweep for top honors with Marvin Olson in close pursuit for a 2-2 and the same overall. Don Carey completed the freight train for 3-3 and third, with Norb Brown and John Rice dicing it out, changing positions in both motos with John finally taking the fourth position. Real nice to see John out with us having a great time again. Don't forget, you guys, renewals of membership are due in by *December 1* this year. Mail them to Bill Bird and retain your earned number! ●

Results in Results Section.

Speedway riders at Perris Raceway

By Dol

PERRIS, CAL., OCT. 2

Perris Raceway set the scene with perfect track conditions and a snappy program for an aggressive group of riders and a good time was had by most. Kirk Johnson needed the help of his younger brother to haul away the trophies in four separate races, and his dad's contented smile must have indeed made Kirk a happy young man. Ward McKee scored third overall in the TT Open Novice, but he was happy to pick up his gloves and hot shoe from the Burton's, he had left them at the track about four weeks before. Bultaco mounted Jim Wood swept all three motos for first followed by Dave Jones in that same class. Dennis Pinheiro didn't take the overall win, in the first Open Novice, but he did give Dave Boyd a go at it in the third moto for first. Dave finished with the most points for the win. Kirk Johnson, and Randy Miller were tied for first until the third moto, after rerunning the third moto, due to lap error, Kirk took the win followed by Bultaco mounted Tom Clark, and Randy Miller for third.

The Open Amateur/Expert win was also tied until the third moto, with Dusty Mudd giving thanks to Jim Fishback during trophy presentation for turning off the gas, as Dusty passed him on lap four and taking the win on the final lap. The short track was tried out by several speedway riders. Speedee Joe Spisak from Vista, tried his Jawa in the Open class, leading the first three laps and dropping out due to safety reasons. The well known "Animal," Jim Fishback, who had dominated Inland Speedway on Wednesday nights, worked his way through the group on a Yamaha to take the win, with Dusty Mudd for second and Jeff North for third. The animal was presented by the track owner, Gerry Burton, a very appropriate trophy befitting the animal world. The trophy was just a half one though, the south end of a horse going north. When asked by officials, if he wanted to trade it for a regular trophy, Jim's reply was "heck no, that's really neat, it's the best one I ever got." ●

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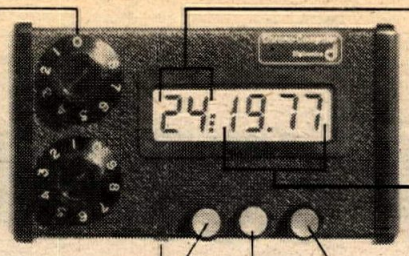

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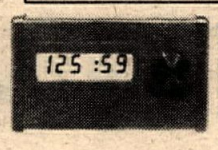

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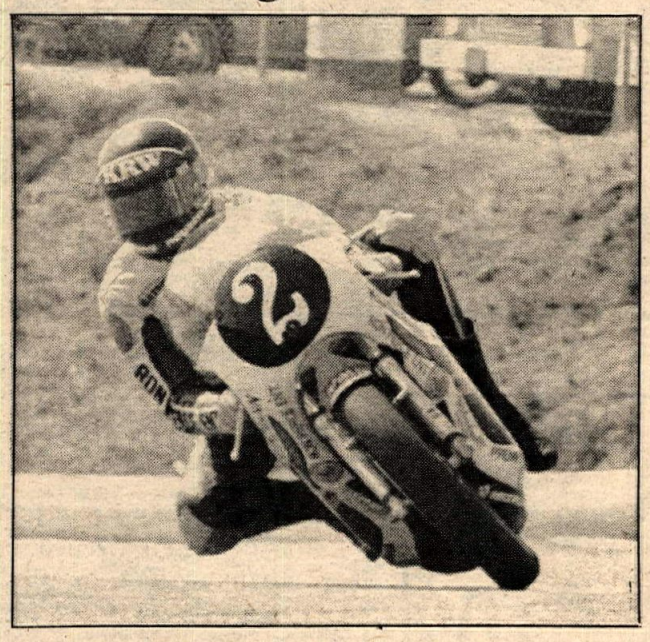

Harry Klinzmann runs away with the Riverside Roadrace Novice Victory

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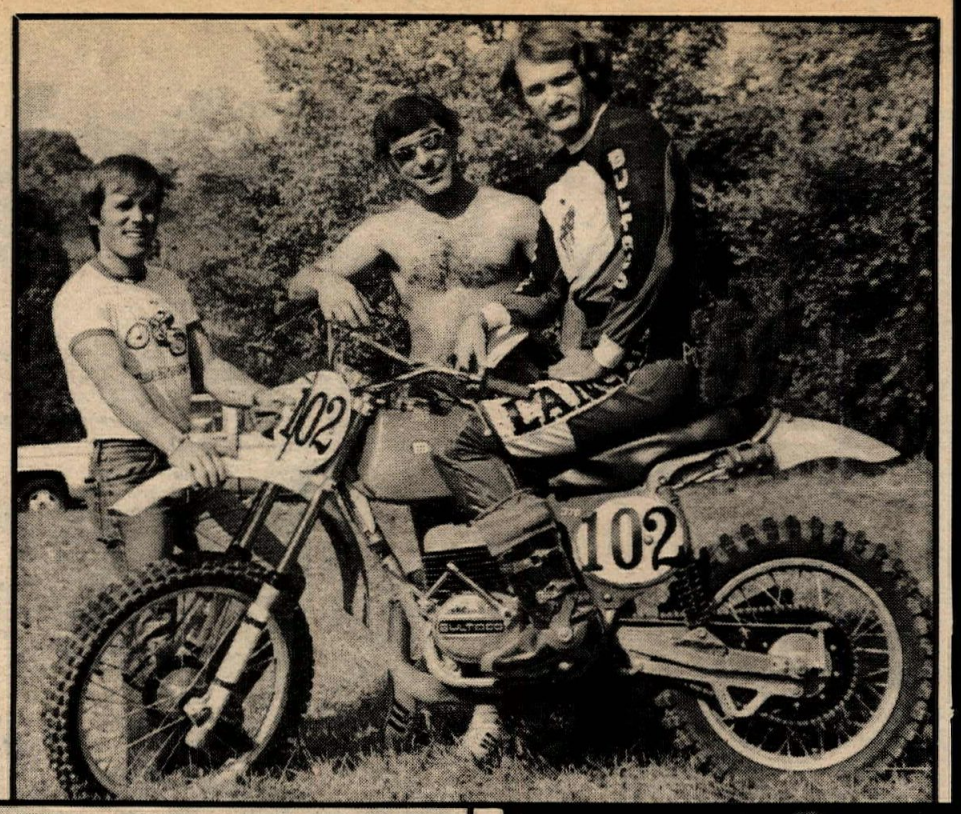
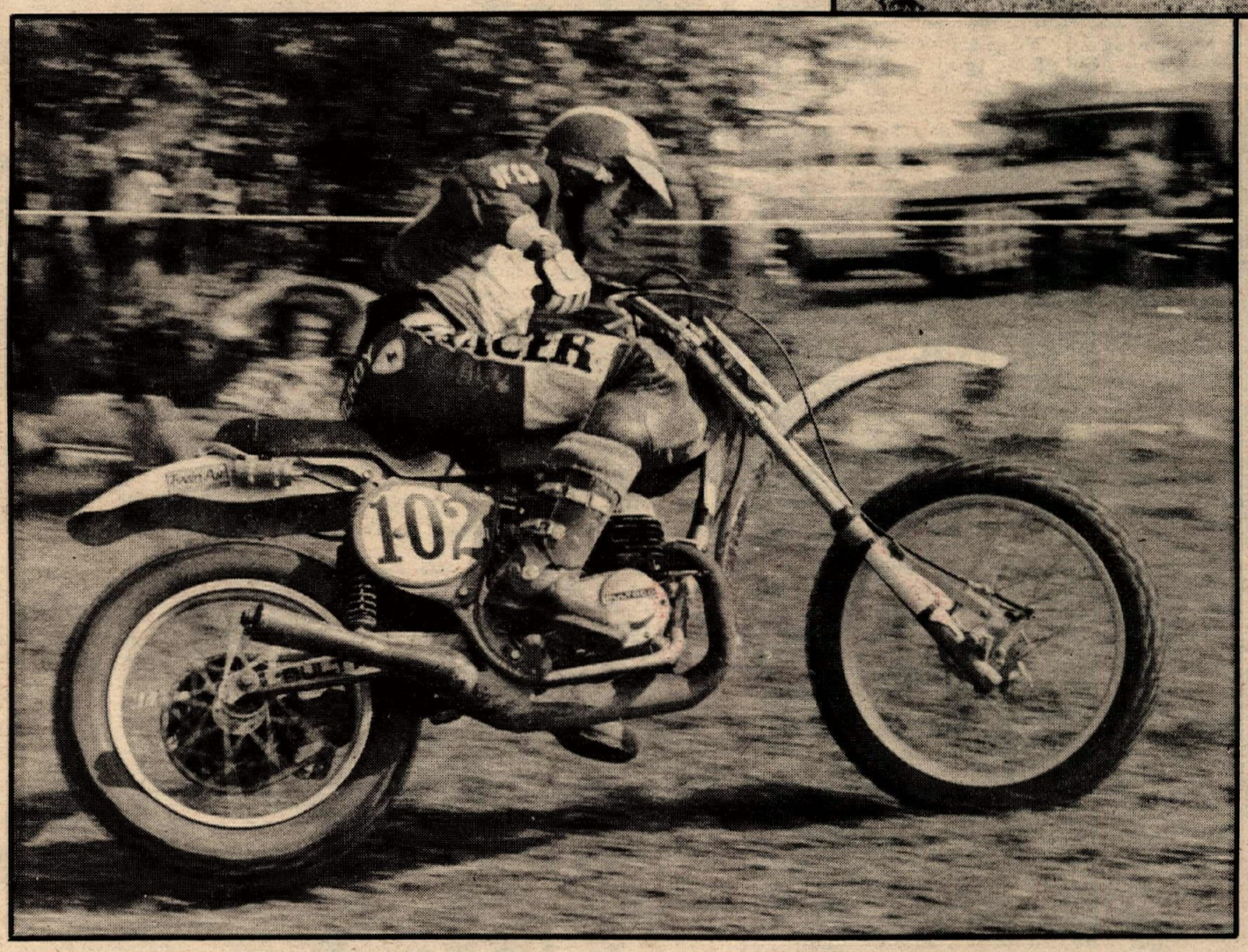




Rubio Flores, Arnie Beamon and Jim Pomeroy (top) are the folks directly responsible for the development of next year's MXer which, while not as exotic as Bimbo's, should be

By Jim Gianatsis

"Sure, anything you want to know about the bike just ask me."

Bultaco's ace GP wrench seemed more than anxious to fill Cycle News in on Jim Pomeroy's mount for the Trans-AMA Series.

"What you're looking at is basically the new 1977 production bike," continued Arnie Beaman. "With the exception of the 370cc engine it's the same as the bikes we ran all season in the 250cc Grand Prix. The Trans-AMA Series will give us a chance to test and sort out the big engine, and perhaps by as early as January the new motocrossers will be available from dealers."

Bimbo's Bultaco is definitely a neat rig, good enough to move America's only 250cc GP rider up to fourth place in the World Championship standings this year. We thought it would be interesting to fill you in on it and what Arne knew of what the new production bikes would be like.

The most notable feature on Jim's 370 pre-production bike is the suspension travel, some 11 inches at the rear provided by the trick Koni resevoir GP gas shocks, and 10 inches up front with Marzocchi magnesium leading axle forks. The forks were built specially for Pomeroy and have titanium inner parts which made them one pound lighter than stock Marzocchi forks. The Marzocchi units are used because they are a full 6 pounds lighter than the production Betor leading axle forks Bultaco presently uses. For 1977, though, Betor will have a new magnesium fork for the production bikes that will be as light as the Marzocchi forks and offer 10 inches of travel. The expensive Koni GP shocks obviously won't be on any production bike, but Betor is probably hard at work right now on a new rear shock to allow the necessary 11 inches of rear wheel travel.

Chassis wise, the frame is the same as the present production motocrossers, with the exception that the 1977 models will get an aluminum box section swingarm similar to Bimbo's. And like Bimbo's bike, Sun rims may be used on the new 1977 model Bultacos.

The 370cc engine in the Trans-AMA racer is stock between the cases, but the top end has been extensively reworked as far as porting and the addition of a reed value. Just from watching Jimmy ride the bike we'd have to say it has one of the strongest and most responsive engines in the Open class with more usable power than anyone else. Every time Jimmy got on the gas, even in first gear, the power would slingshot him instantly forward rather than break

A look at Bultaco's 1977 production motocrosser

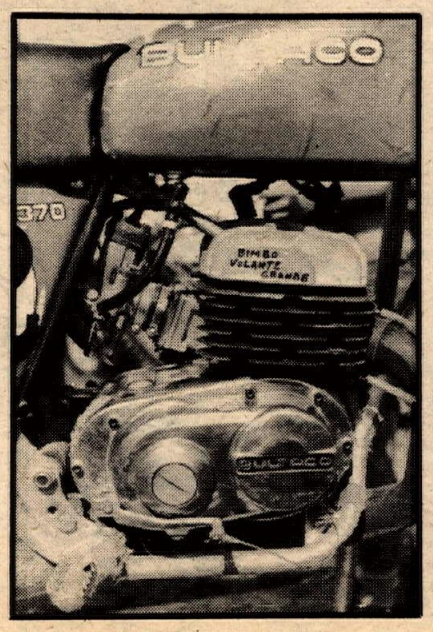
formidable weapon for the MX wars.

traction and dig a trench in the ground.

The increased torque of the reed valve is seeming to affect the reliability of the stock transmission, but Arne is working closely with the factory to beef it up and hopes to have it corrected as soon as possible. Right now they aren't sure if the reed valve will be used on the new production bike, but even if it isn't, next year's motocrossers will probably benefit from the stronger gearbox.

Carburetion on Jim's bike is provided by a 38mm Bing, and spark comes from a Motoplat ignition, either big or small depending on the power characteristics desired.

Bultaco's new 1977 production motocrossers with their lighter weight and long legged suspension should be well worth waiting for, and yet with just the addition of a new swingarm, shocks and forks the present production bikes now doing business wouldn't be left outdated next season. •



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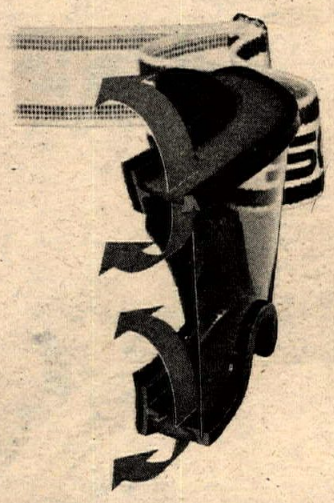

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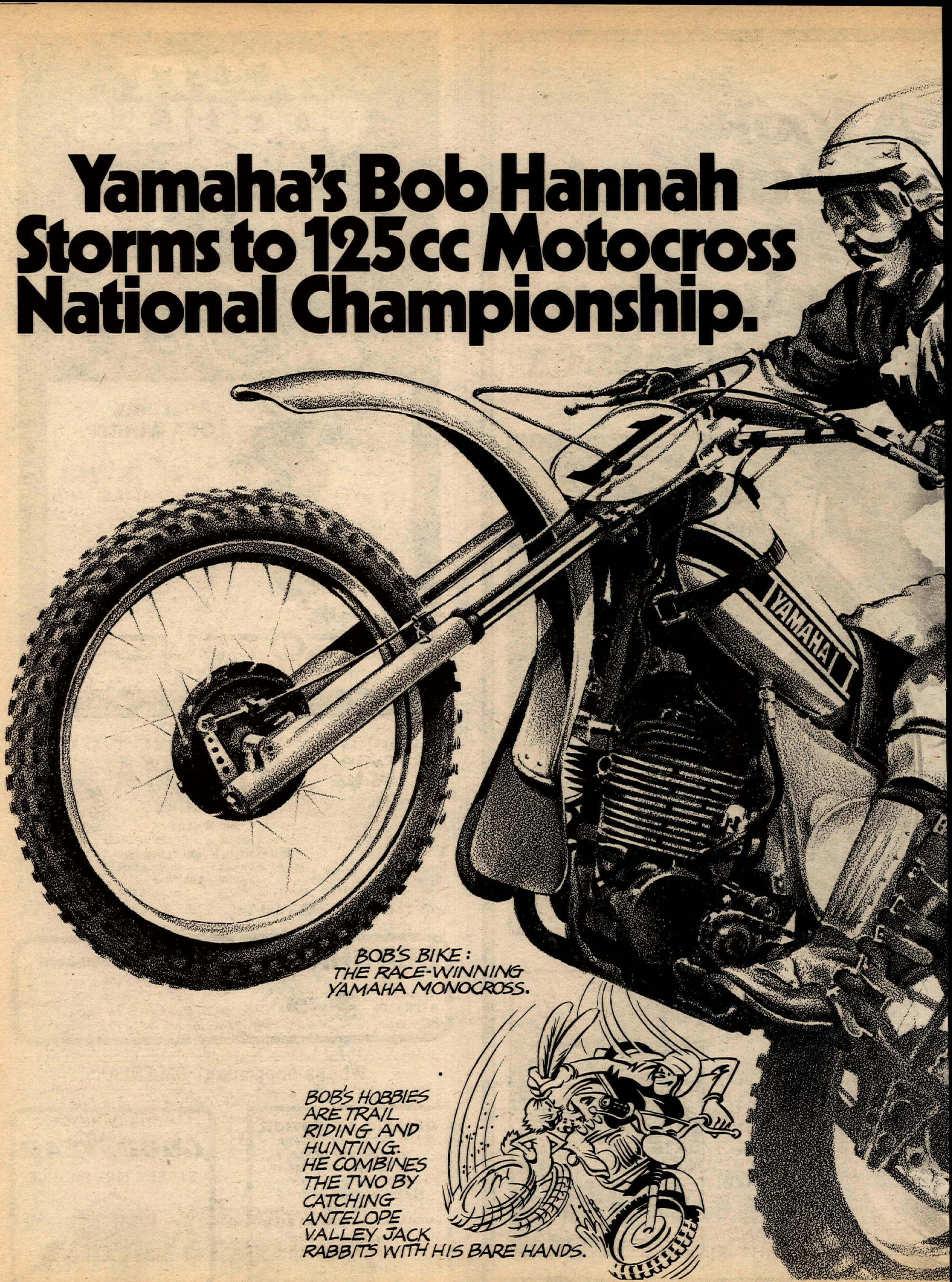
Yamaha's Bob Hannah Storms to 125cc Motocross National Championship.



BOB'S BIKE: THE RACE-WINNING YAMAHA MONOCROSS.

BOB'S HOBBIES ARE TRAIL RIDING AND HUNTING. HE COMBINES THE TWO BY CATCHING ANTELOPE VALLEY JACK RABBITS WITH HIS BARE HANDS.

HURRICANE HANNAH

EVERY ROOKIE DREAMS ABOUT WINNING THE CHAMPIONSHIP IN HIS FIRST SEASON. BOB "HURRICANE" HANNAH DID JUST THAT. IT'S THE UPSET STORY OF THE YEAR! NINETEEN-YEAR-OLD NOVICE, BOB HANNAH — IN HIS FIRST YEAR OF PROFESSIONAL RACING — HAS WON THE COVETED NUMBER ONE PLATE OF THE AMA NATIONAL 125cc CLASS! RIDING LIKE THE WIND, "HURRICANE" HANNAH BLEW THE COMPETITION OFF THE TRACK AND CLINCHED HIS TITLE WITH FIVE OVERALL VICTORIES IN THE EIGHT RACE SERIES.

THE HURRICANE TOLL

1. HANGTOWN, CAL.	1ST 125cc CLASS
2. BUCHANAN, MICH.	1ST 125cc CLASS
3. MIDLAND, MICH.	1ST 125cc CLASS
4. KEYSER'S RIDGE, MD.	DNF (20TH) 125cc
5. DELTA, OHIO	1ST 125cc CLASS
6. SAN ANTONIO, TX.	1ST 125cc CLASS
7. HOUSTON, TX.	4TH 125cc CLASS
8. NEW ORLEANS, LA.	2ND 125cc

HANNAH'S EXCITING RIDING STYLE REFLECTS HIS MOTTO: "GO FOR BROKE!" HE ENTERED HIS FIRST RACE IN 1974 — AND WON. BY LATE 1975 HE HAD SET SOUTHERN CALIFORNIA MOTOCROSS ON ITS EAR. IN ONE STRETCH OF 20 APPEARANCES HE RODE TO 18 WINS — WINNING BOTH THE 250cc AND OPEN CLASS RACES SEVEN STRAIGHT TIMES.

FLORIDA WINTER AMA SERIES

BOB HANNAH BECAME "HURRICANE" HANNAH WHEN HE CAME FROM OUT OF NOWHERE AND STORMED TO A STUNNING OPEN CLASS VICTORY IN THIS YEAR'S FLORIDA WINTER AMA SERIES.

Someday, you'll own a Yamaha.

political lifeline

Emissions, helmets, & the Congressional connection

By Lane Campbell

What should I say at this point – "Beware the Ides of October?" We're sitting on the eve of decisions that will, for some of us, determine whether or not we go to war, and over what issues. Very soon, now, we'll know if the Environmental Protection Agency is going to allow California to set up its own special emission controls for motorcycles, and/or if the EPA is going to simultaneously come down with blanket regs of its own for all motorcycles sold in this country.

The major motorcycle manufacturers have already written this off as a foregone conclusion; and are well on their way to meeting the standards while their representatives fight a token rear-guard action with the bureaucrats. They decided as early as 1974 that some sort of emission control was inevitable, and maybe even desirable, if they could get involved in the rule-making process. That they have done, working in their own best interests.

But what of you and me who ride motorcycles? What of the thousands of small firms which cater to motorcycle enthusiasm and stand mostly unrepresented? In this column, we've tried to tell you that like a capsizing iceberg, the whole world is going to methodically turn itself upside down. It is going to affect off-road riders as well as on-road riders; and eventually it will affect racers, too. The combined realities of production technology and simple economics dictate it.

What more could we have said? What more could we have done? What can we still do, even now and tomorrow? There's a sizable body of opinion that being against emission controls is like being against Motherhood and The Flag. And that strokes my memory; for it seems not too long ago, in the early days of the helmet law controversy, that a similar opinion held sway.

Do you remember? Responsible people in the sport and industry, including quite a few magazine editors, supported helmet laws. They asked us, "How can you be against safety? You gotta be crazy to take a stand like that; you won't have a leg to stand on. Rights, what rights? Anyway, if we go along with this one, maybe they'll ease up on worse laws yet to come; maybe by accommodating on this issue we'll get the worst of the anti-motorcycle crowd off our backs." Remember?

And while bikers of all persuasions haggled over the pros and cons, the DOT went right ahead with its mandatory programs, undaunted by the resistance of a few motorcycle activists. Why should they worry? The law which set them up, the law which gave them their authority, did not require them to listen to us or anybody else. They didn't have to prove that helmets saved lives; in fact they didn't even start testing helmets or trying to arrive at a workable performance standard for helmets until they'd already jammed helmet laws down the throats of a majority of states with highway-fund blackmail. And there was nothing in the law that said they couldn't do it that way.

Could there have been a more hopeless situation? Hey, the helmet law advocates even found a left-leaning judge in Massachusetts to give their welfare-state philosophy (the so-called "public burden" theory) the force of law; and when the Supreme Court didn't rise to challenge, they really thought they had us.

What they didn't realize was that they'd finally sailed into that grey area of politics where the law is so ill-defined that determination of what's "right" lies with whoever has the strongest reality. In this case the strongest reality meant how many people could be counted on to fight for a principle.

Without belaboring the hows and whys (mostly a fortuitous string of circumstances) we emerged with the strongest reality by convincing the Congress that the DOT had overstepped its bounds; that if it trod on our toes as citizens it could do the same to others *without legal recourse*. And that's when Congress finally acted. They not only gave us what we asked, but limited the DOT's power over a broad spectrum so that everybody benefitted. When it was over, we'd won far more than we'd originally set out to prove. We, a bunch of mo'sickle rowdies to the non-riding world, had given the nicely buttoned-down bureaucrats such a big black eye that even the Wall Street Journal could see it. Reading it in the Journal and elsewhere, people from all walks of life rejoiced while the bureaucrats stewed.

And the key? The key was convincing a majority of Congress that a part of the Executive Branch was out of control; that neither the people nor the Congress could oversee what they do without a major re-write of Federal law. Begin to see the connection?

I'll spell it out. In the case of waiver hearings, California's bureaucrats do not have to prove to anybody that emission controls for motorcycles are safe, or effective. They don't have to answer to anyone if emission controls cost jobs, cost the state revenue, cost the consumer extra money, or have an adverse impact on performance and fuel economy. They don't even have to prove that the improvement in air quality is worth the cost. Nor, really, do the Feds in writing national standards.

All they have to do is state that "extraordinary and compelling" conditions exist (which is true, at least in Los Angeles); that controls are "required" to meet these conditions (whether they'll help or not, and the bureaucrats are the ones who get to say, without challenge, what's required); that "adequate technology" exists (and again, the bureaucrats get to say what's adequate); and that there's adequate lead time for the industry to produce it. If the industry says there's not enough time? You guessed it – the bureaucrats only need to say "We don't believe you" and that's that. They are not required to prove that the controls are cost-effective. The President's Council on Wage and Price Stability has told them pointedly that the controls are not, but the EPA is not required to listen. They may be required, under recent legislation, to prepare an "Inflation Impact Statement" on the proposed rules; we're still checking to find out if they have done so.

Begin to see it? Like helmets, the issue of whether or not the controls are good for us is superficial. What is critical is that, under present law, they can do anything to anybody, good for us or not, and neither Congress nor the people can legally stop them. Unless Congress rewrites the law.

Will they? Should they? History has shown Congress to be increasingly jealous of its power vis-a-vis the Executive Branch. If it can be shown that they have given a Federal bureau too much power, they can and will take it away.

On the helmet issue, it took us ten years to come to that conclusion. Barring a miracle, we don't have ten years on emissions. And that's what's so damned urgent.

At this point, what I need from you readers is feedback. It's on your shoulders that the consequences of emission controls are going to fall ultimately, not the industry's. It's only you who can fight, who can create that "strongest reality." I need to know from you if you feel it's worth fighting about. You don't have forever to decide.

political happenings

Getting involved pays off!

Yes, even in seemingly lost causes, like the Hope Ranch/Santa Monica Mountains Parks controversy, it pays to get involved and stay involved to the bitter end. Recall that, at an environmentalist-stacked hearing, SoCal trail riders lost what looked like their last chance at public access to the complex of new state lands in the Santa Monicas when the Parks Commission classified the last remaining parcel, Hope Ranch, as "Park" – meaning no ORVs.

That should have been it, right? But several conscientious riders, armed with facts and supported by Dirt Bike Magazine Editor Len Weed's parking lot demonstration of a super-quiet TL125, kept the pressure on the planners. Planning meetings at which the posey-sniffers thought they could safely gloat over their new possessions turned into lively exchanges of views, facts, passions and prejudices on both sides. When it was over, the planners took all the inputs and began to digest them.

They held more meetings to discuss alternatives, and evidently (our editor was out of town) more concerned bikers showed up, armed with facts and sensible arguments. What emerged were a series of alternate plans. As yet, no "best" plan has been culled from all the possible choices. Three of these are detailed plans for purely "park" (i.e., no ORVs) type recreation development. A fourth is a "Reclassification Alternative."

It's not so much a plan as a possibility. Under it, the planners will try to get the Park Commission to reclassify one or more parcels for recreational use. In other words, by hanging in there, our people have convinced them that what was done can be undone; and that we deserve consideration.

That's not the end of it. There will be a series of public workshops, 10 a.m. to 9 p.m. each day, October 18 through 21. So far, reclassification is still an open-ended "Gee, it might be nice if we thought about those poor bikers" token gesture. What's needed now are specific proposals from people who know the area. Parts of the Santa Monica Park complex where trailriding would be a low-impact, compatible use need to be spelled out. For our part, CN will propose a specially-authorized "environmental impact test ride" by a small group of trailriders over a designated trail to get a few more facts on record. We hope the planners will go for it.

The meeting places and dates are:

October 18 Dept. of Parks & Rec.
Planning Office
128 Plaza St.
Los Angeles (downtown)

October 19 Evergreen Rec. Center
2839 E. Fourth St.
Los Angeles

October 20 Will Rogers Cnty. Park,
Gymnasium Bldg.
1335 E. 103rd St.
Watts

October 21 L.A. County Admin. Ctr.
23533 Civic Ctr. Way
Malibu

If you wish to respond by mail, write Senior Landscape Architect George O. Rackelmann, Dept. of Parks & Recreation, P.O. Box 2390, Sacramento, CA 95811. (Ph: 916/445-3130). Or in Southern California, you can discuss the possibilities with Dick Felty, Ph: 213/620-3342. Realize that we're not talking about full-on racing or WFO-type riding, but low-key family recreation, trials and trail riding – uses which are compatible with these largely unspoiled mountain areas. Let's face it; we riders have as much stake as the Sierra Clubbers in keeping these places from being overdeveloped or otherwise ruined. And we need to keep letting them know it.

Involvement and caring on Snowy Trail

Here's a reader who decided to get involved. Steve Hollen of Garden Grove wrote the Los Padres N.F.:

"My deep concern is the possibility of your closing Snowy Trail to O.R.V. use. I myself missed out years ago when the trail from Buck Creek was closed.

Now that my two boys are almost ready to ride Snowy, your plan as written would deny them the ability of ever riding an area where O.R.V. impact is so negligible. The feeling of just getting off your bike, walking 10 feet off the trail into the woods is a feeling I hope my boys don't miss out on, it's just fantastic riding.

"I know trail maintenance might be a problem, but just a phone call to Cycle News or me will bring more help than you would imagine. We care about Snowy, just give us a date."

More power to you, Steve, and to all the others who, hopefully, got their letters off in time, after a notice appeared in Papa Wealey's column. If more folk will volunteer their services and their time at the same time they're pressing their needs on the land-use planners, we'll have more trails open and available in our national forests and elsewhere.

And an EIS from The Duck!

"And after visits to the Barstow and Riverside B.L.M. offices where I discovered Quackier characters than myself, I flew off for a first hand look at the preservation of "our" desert. While the B.L.M. and environmental groups talk a good desert preservation plan, an actual inspection of the area tells a different story.

"New power lines being constructed, new pipe lines being dug, new roads being bulldozed, and barbed wire fences being strung are commonly seen. And on 'Our Public Lands'. Let's face it desert lovers, the environmental impact from a Barstow to Vegas type race is like a tiny scratch and can't begin to compare with the size of the wound being caused by business and commercial interests in the name of progress.

"Restrictions on ORV use are becoming severe, and the few parcels of public land still available to us are being gradually reduced in size to the equivalent of one long hoop de doo motocross course. But it doesn't have to be this way. If a large number of riders came out and legally rode the Barstow to Vegas Trail Ride on Saturday, November 27, some one is going to sit up and take notice. Come on people, get off your duffs. This is the 200th anniversary of our Declaration of Independence, and it's time to fight for your rights again. There is no entry fee for this trail ride. We have nothing more to lose and everything to gain."

That's an Environmental Impact Statement from the Phantom Duck, who is definitely alive and quacking. He says be legal, be cool, stay in small groups and be prepared to take care of your own — but be there.

A Sacramento hotline

It's confidential, "your ears only" direct to State Parks & Rec Director Herbert Rhodes. The hotline number is intended for the public to make comments or ask assistance on matters such as Green Stickies, ORV Parks, grants to local areas and the like. Feel free to use it: (916) 322-6927.

A further opportunity

We never thought we'd see a windfall for trail riders from the Department of Transportation (Federal), but here it is: "Conversion of abandoned railroad rights-of-way to alternate uses — Request for information and public comment." Since 1970, over 10,000 miles of railbed have been abandoned by railroads in the U.S., and another 6,000 miles are in shaky status. The feds want us to tell them what we'd like them to do with these travelways. If you know of any specific abandoned trackage *anywhere* that could make a useable riding trail, write and tell them the specific line and location. Where to write:

Docket Clerk, Ref: OST File No. 46
Office of the General Council (TGC-10)
Department of Transportation
400 Seventh St., SW
Washington, D.C. 20590

Do it before November 1; every submission sent in before that date will be followed up. They've promised as much in public, in the pages of the Federal Register. So get on it!

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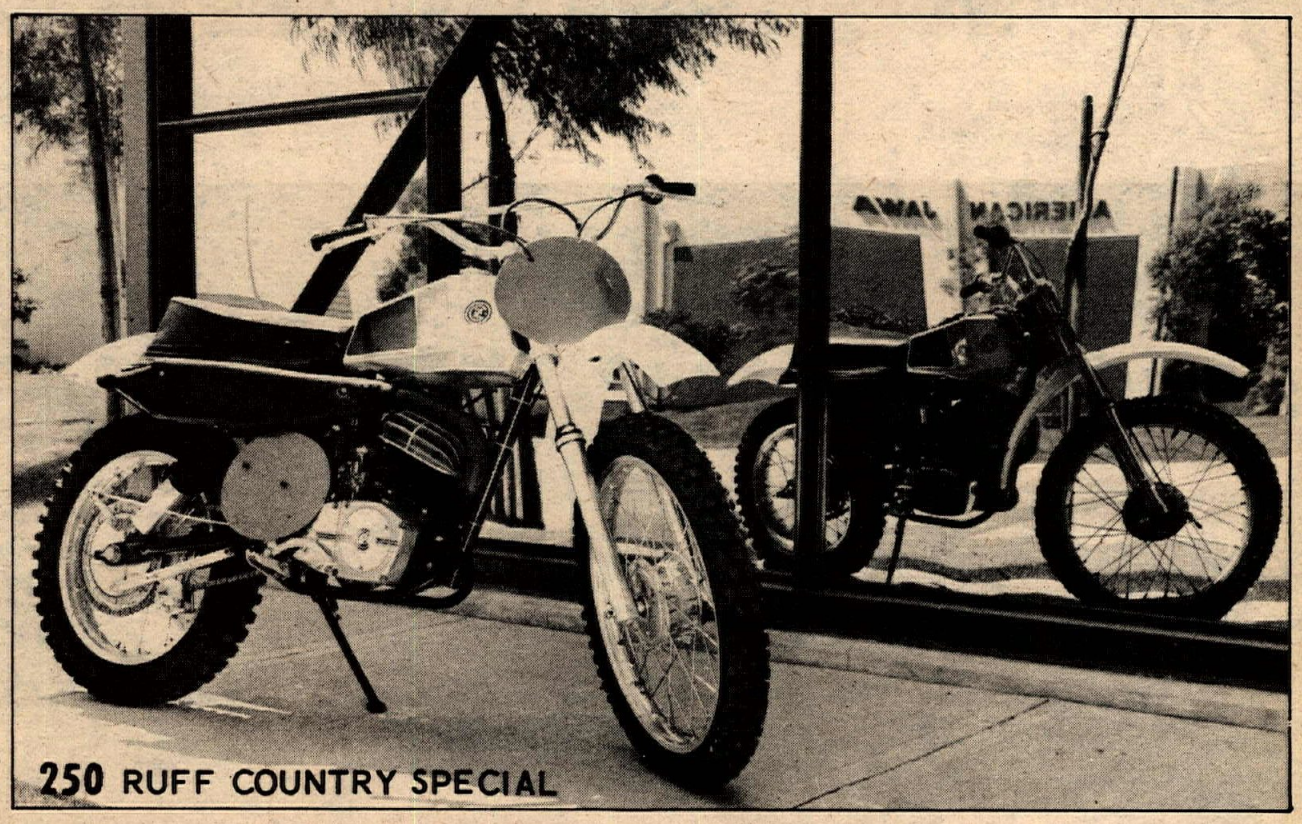

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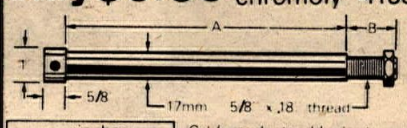

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1	7-5/8	1-1/4
2	10-1/2	1
3	9-1/8	7/8
4	9-3/8	1
5	11	3/4
6	10-1/2	1/2
7	9-5/8	1

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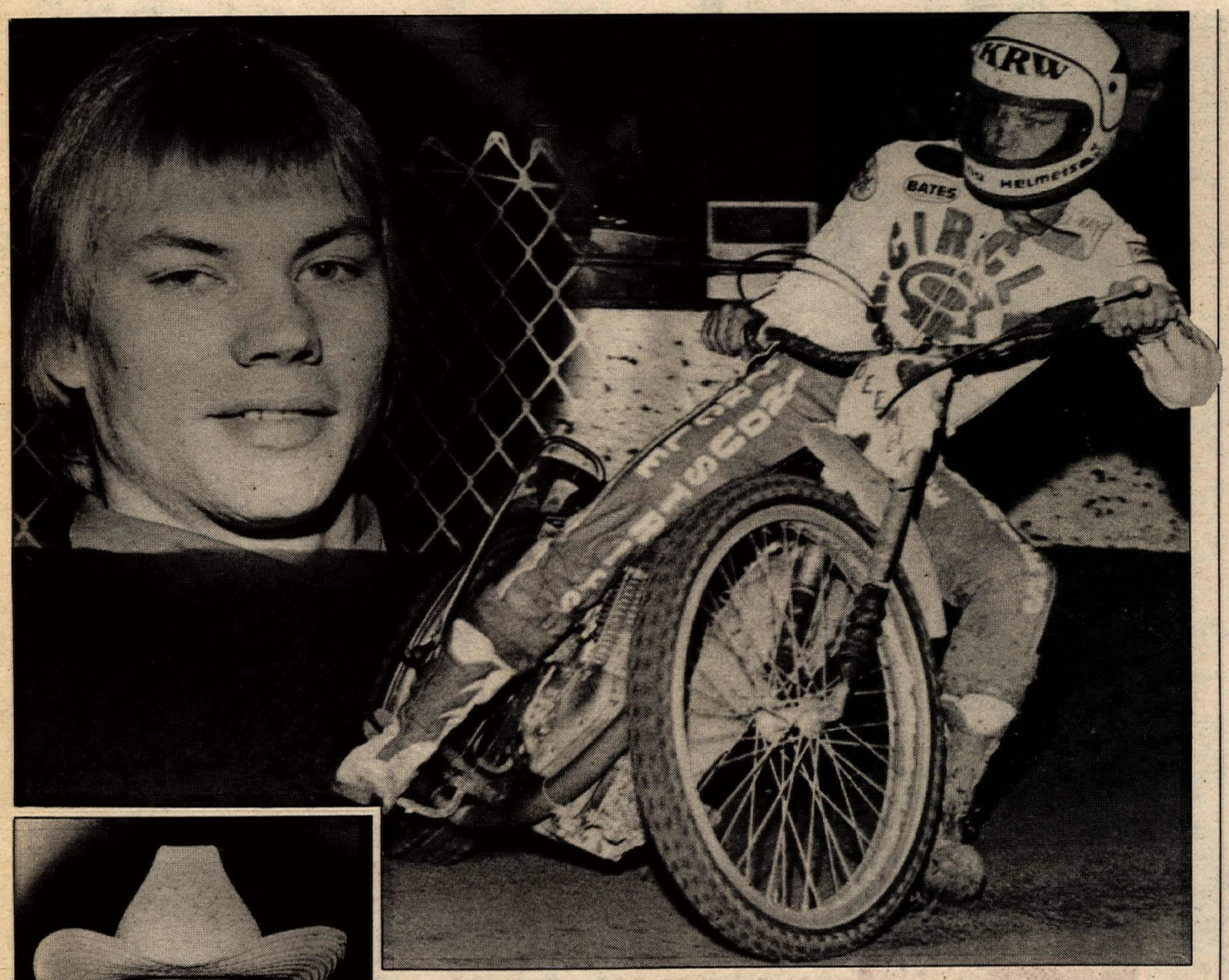
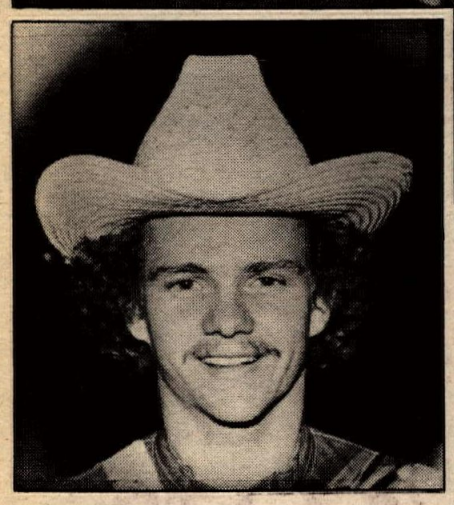


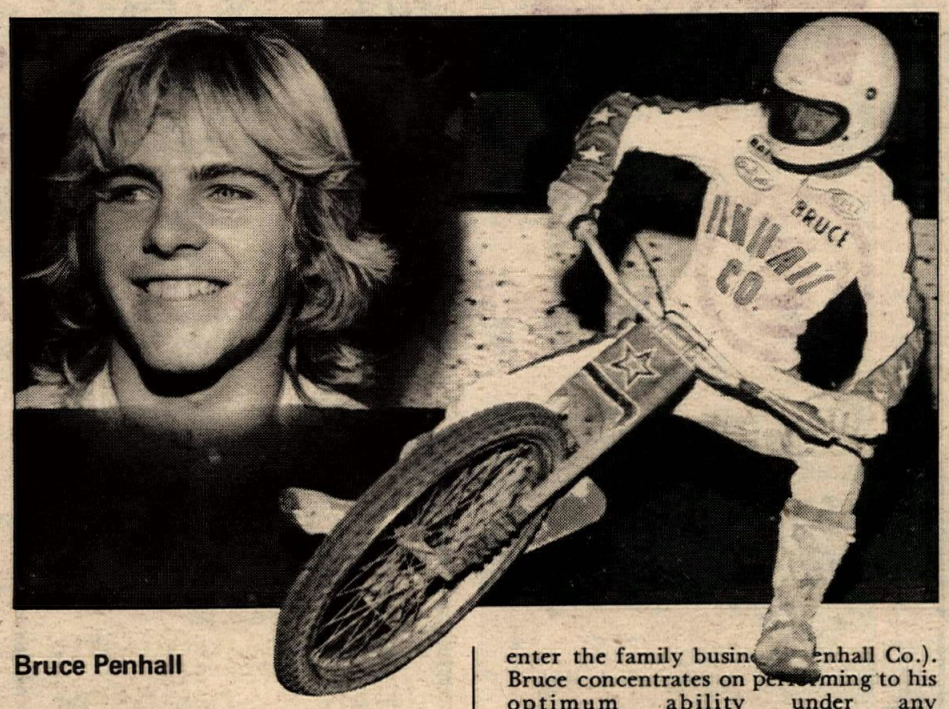
Mike Bast

U.S. National Speedway Champion — 1971, 1973 and 1975. On Saturday, October 16, Mike Bast will defend his National title against 16 of the best Speedway riders America has to offer at the Orange County Fairgrounds in Costa Mesa, California. Bast has been the highest total overall seasonal points man for the last five years — the most nearly perfect rider in America. He's totally dedicated to the sport as an individual rider as well as a team rider. There will be no one on the line at the final not feeling the over whelming dominance of this 23-year-old master. As far as he's concerned, his biggest threat will come from any one and all of the 16 rider field. Anything can happen when you only have one night to go for it all. A master of the "holeshot" art, he feels the start is the most important part of the race. Off the track, Bast is quiet and fairly reserved. Movie stunt riding and TV commercials are other sources of income for Mike. Two recent movies he's appeared in are "Freebie and the Bean" and "Gum Ball Rally".Mike also teaches Speedway school when he has the time and enjoys every minute of it. Bast is one of the most serious, dedicated men in Speedway and his sense of competition is keen and honest. He owns and maintains his own equipment and still finds the time to help out many of the young racers he now faces in competition.



Dubb Ferrell

A lot of fans agree that 22-year-old Dubb Ferrell will be the man Bast will have to do business with when it gets down to the line for the title. After four years of competition, Ferrell will definitely be pulling all the stops out for this event. Dubb turned down a chance to compete in Europe this last year due to the introduction of team racing here in America. His decision to stay home brought the Bakersfield Bandits to the National Speedway League Championship title. Third in individual league points standings, Dubb and his Bakersfield teammate, Jeff Sexton, won the Best Pairs Championships on both the San Bernardino and Costa Mesa ovals. Nine years ago Dubb rode a 125cc bike at local TT and flat tracks. He's been riding Speedway for six years which makes him one of the most experienced veterans on the circuit today. Dubb has three National rides to his credit, finishing sixth, fourth, and last year, second. Ferrell's determination and un-relenting competitive nature will be a constant threat to anyone of the 16 qualifiers on the track. He's one of the smallest riders on the circuit. Lightweight? Maybe. Talented—fast? You bet!

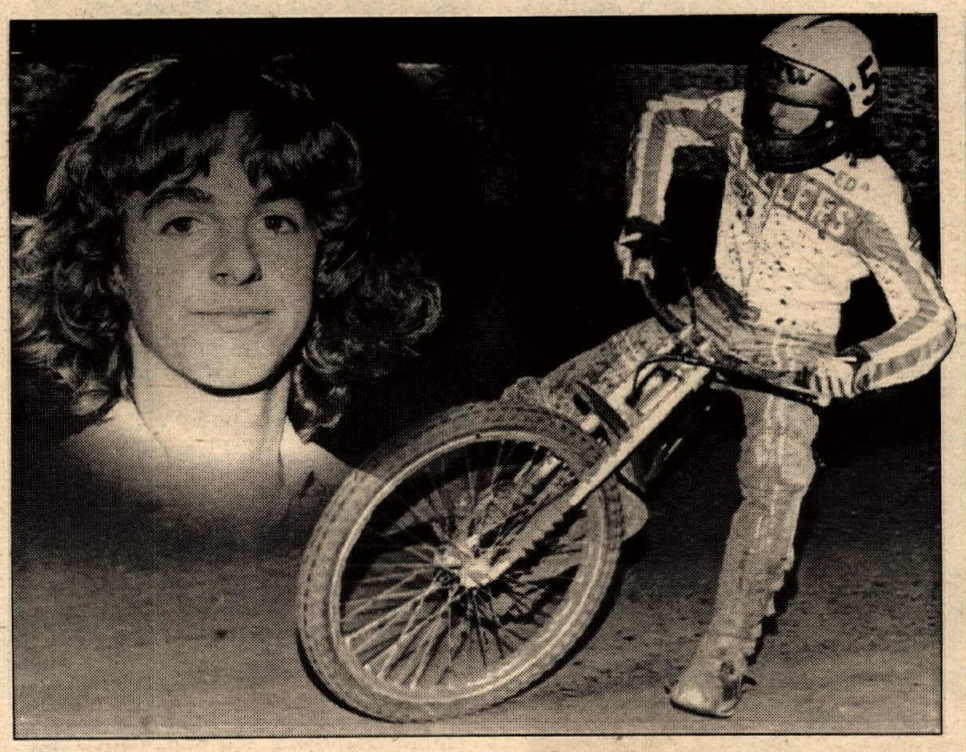


Bruce Penhall

Second in League points standings, top American scorer and the only American to make the four-man Inter-Continental Final in Israel, this 19-year-old blonde bombshell has got what it takes to win when the pressure is on. It hasn't been easy though, Bruce has worked hard all this season to become one of the favorites to capture the 1976 Championship title. This exceptionally handsome young man is considering the European Speedway circuit as his next challenge, but as yet has made no definite plans to re-locate away from his Balboa home base. He wants to further his education and plans to eventually enter the family busin[illegible]enhall Co.). Bruce concentrates on pe[illegible]ming to his optimum ability under any circumstances on the track. Rick Woods was sponsored to his 1972 Championship title by Bruce's late father. His interest in speedway was encouraged by his father and it didn't take long for him to develope one of the largest fan clubs around the circuit. When Huffman announces him as "The Fox", Bruce still blushes although, after two years of bubblegummers going nuts the minute he walks out onto the track, he should be used to it by now. He's serious about his dedication to the sport of Speedway and will be showing his fans just how serious he can get on Octoberr 16.

Jeff Sexton

Two years ago Jeff Sexton came within one point of the National title in his first National competition. Steve Bast refused to become the unwilling victim of such an unprecedented upset, but Jeff has remained a major threat to everyone on the track ever since. He finished the season this year fourth in points and was the Team Captain of NSL League Champions, the Bakersfield Bandits. Jeff owns and maintains his own equipment and claims it's been an up and down year for him as far as mechanical problems are concerned. He's really looking forward to the Nationals and got a big kick out of beating Bast and Penhall in the Best Pairs Championship. He's a very serious 22-year-old competitor and feels that Bast, Ferrell, Christian, Penhall and Schwartz will be his toughest opponents. He'll be doing his best to stay relaxed, eventhough the title means a lot to him, he always seems to do better when he's not up tight. He came so close two years ago that he can't be taken lightly by anyone on the track.

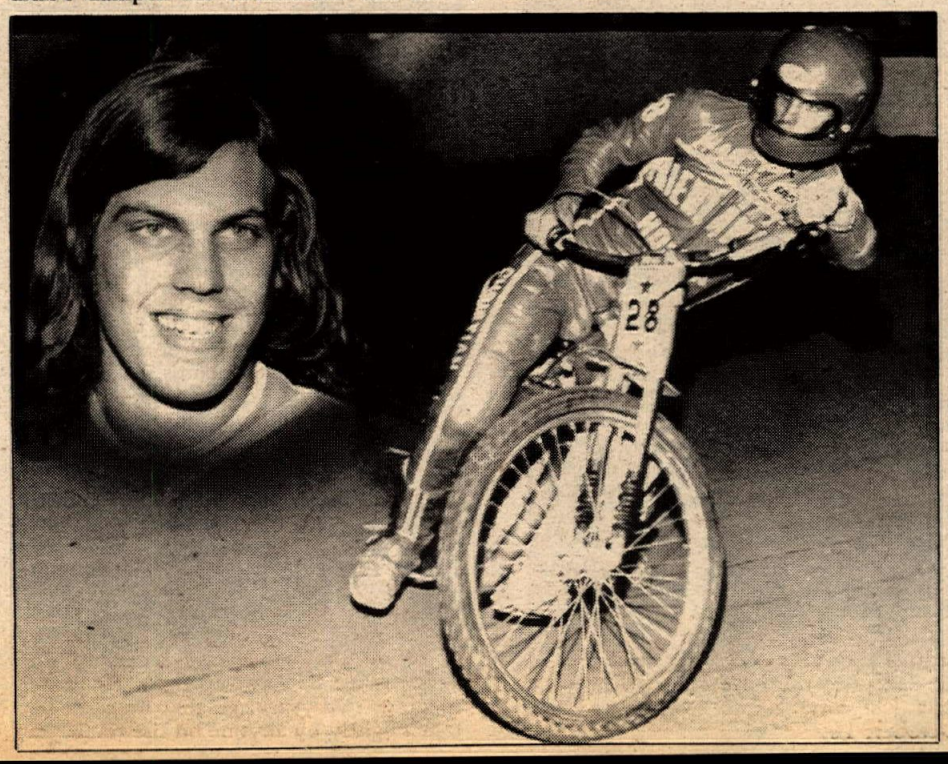


Ron Preston

18-year-old Preston will be the youngest rider in the National field. Ron was the points leader in the qualifying rounds and still can't believe that he actually will go for the title. Starting the '76 season in Division II, he ended up on the San Bernardino Sizzlers team before he had ever competed in his first scratch race. Ron was eight years old when his first bike came along and he cut his racing teeth on motocross, TT and short track. Two years ago Ron bought his first Speedway bike and started racing at O.C.I.R., only about 250 miles from his home in El Centro. In April, Ron's family moved to Costa Mesa so he could spend more time racing. Jim Fishback gets some credit from Ron for helping him out quite a bit when he first joined the San Berdoo team. Now Jim will have a chance to find out just how good a teacher he is. This talented young man was only a spectator last year in the Coliseum. This year, anything can happen on the short tight Costa Mesa track and don't be surprised if it does.

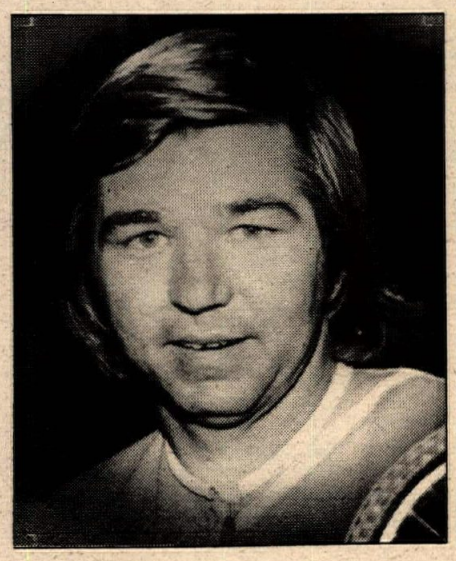
Alan Christian

For five long years Alan Christian's fellow Northern California riders gritted their teeth and hoped that maybe this quiet young man would either go back to the motocross track or take up sky diving. Alan had other ideas though. His northern friends were releived of his un-relenting winning ways when he moved from Reno in April of this year to Huntington Beach and unleashed his talents on the Southern California Speedway circuit. The unfamiliar turf didn't dampen his enthusiasm one bit and amny of the 16 qualifers say he will be one of the four finalists when it gets down to the final match. Bill Cody owns and maintains Christian's bike and win, lose, or draw, he must feel partly responsible for the outcome. Alan has enjoyed his experience with team racing, but has made no definite plans to make SoCal his permanent home. The rigid schedule involved when competing on the five track local circuit probably has some bearing on his unsettled decision. In many cases, there simply isn't enough time left after five hard days nights for these men to do much else.



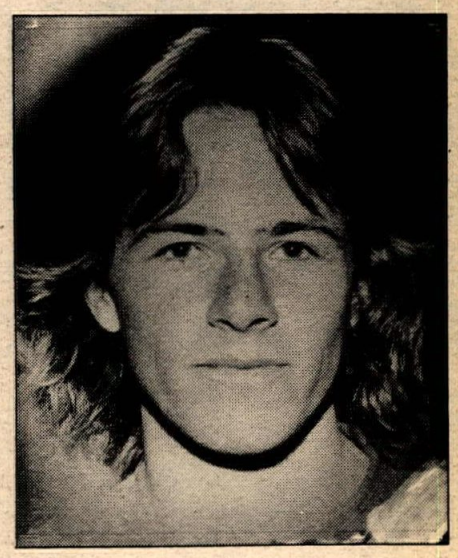
Bill Cody

The Number One plate and National title have been Bill Cody's ultimate goal ever since American Speedway re-appeared in 1968. He's a former Class C Expert and one of the four current competitors who re-introduced the sport to Southern California. Cody has twice held the seasonal points lead, but never owned the prestige of Number One. Team racing suits him just fine since it allows him to devote more time to his business, Bill cody Racing Products, and his family. He owns and maintains his own equipment, of course, and also owns the machine of one of his strongest opponents, Alan Christian. Cody has a lot of experience on the Costa Mesa oval which will come in handy against his younger opponents. He was seventh in the points standings and quite releived when he didn't have to go through qualifying rounds for the National. Cody had has the most famous nickname in Speedway, "WILD Bill", which does not really fit his quiet off-the-track personality. But, he's not at all shy about closing doors on the unsuspecting competition.



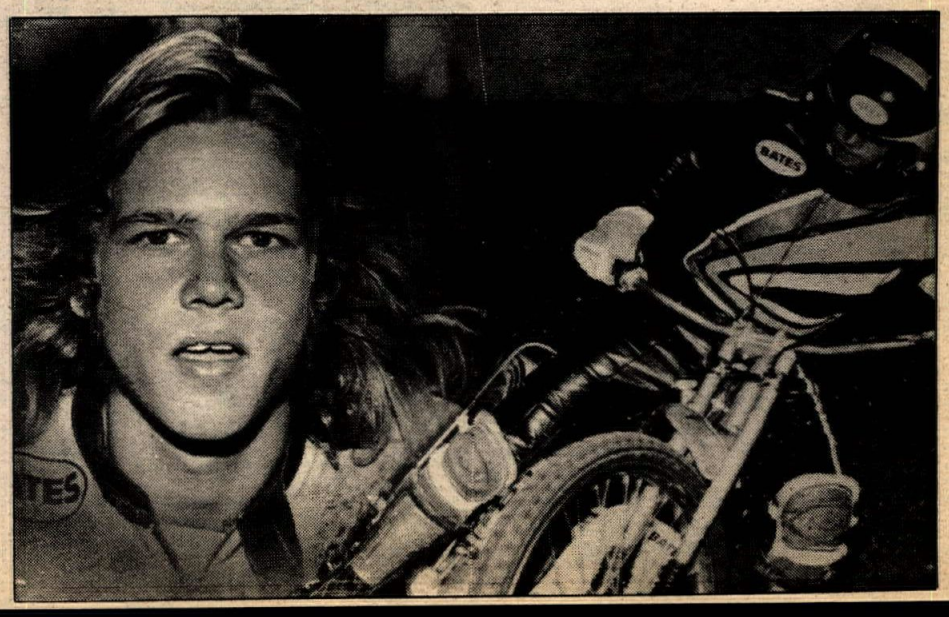
Bobby Schwartz

This will be the second time around for Bobby in National Competition. Last year his debut into Division I had everyone shaking their heads in amazement. His father was in the hospital when the season opened and Bobby set out hoping to win his first handicap main event so he could present his dad with the trophy. He did just that — and once he got started, he just wouldn't quit. Four nights of racing brought him four handicap main wins and had everyone exclaiming "incredible"—including his father. A broken collarbone finally halted his storm trooper winning tactics for seven weeks. Even then, he still racked up enough points to qualify for the 1975 Coliseum event. This year, Bobby is the only member of the Ventura Sharks to qualify straight to the National, happily detouring the pressures of qualifying rounds. He's only 20-years-old and has a lot of potential. His flashy riding style, more commonly know as full tilt, puts him in the "favorite" bracket for the 1976 title.



Steve Nutter

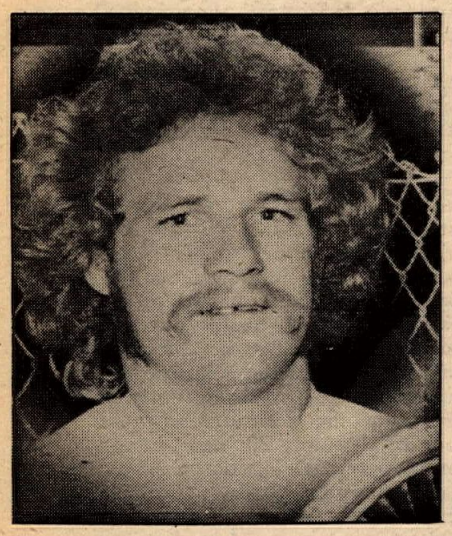
In 1975 Steve Nutter challenged the National title in the Coliseum. He was not one of the top 16 qualifiers, but he was the first reserve rider and took over Mike Curoso's entry when Mike got sick and had to forfeit. Here's the kicker. He finished third. He couldn't believe it—but the fans loved it. This year, Steve has proved his abilities by finishing fifth in the points standings. That fantastic ride last year was not an accident by any means. Injuries have kept him sidelined in the past, but everything seems to be going his way for what might be his last season. He now owns a trials bike and plans to start riding trials events after the title race is settled. He also wants to become a fireman and one of these days will probably find himself participating in the Hook and Ladder Enduro. This year there will be no question of whether or not his chance at the title depends on who might not show up. His spot on the line is ready and waiting, but there are a bunch of guys who might not be ready for him.



Speedway National lineup

Mark Cherry

This will be 22-year-old Cherry's second National appearance, the only San Berdoo Sizzler to automatically qualify for the final. After what happened last year, it's a big relief for Mark. A special final match determiner was held last year to break up a three way tie for the 15th and 16th spots. Cherry just made it by the skin of this teeth, coming in second. This year he was tenth and the hassle of last minute do or die wasn't missed at all. Cherry spent six weeks earlier this year racing Speedway in England, but packed it in after too many mechanical failures and made it home in time for the SoCal season. He wants another shot at Europe eventually, but with George Wenn providing his major wrenching stateside, it's certainly easier here at home.



Sonny Nutter

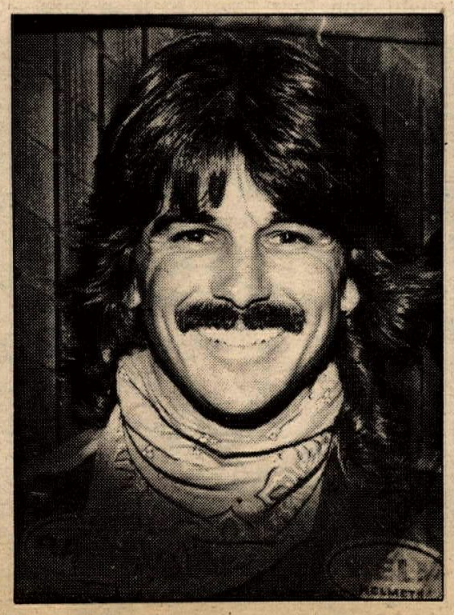
It's a wonder the American Dairymen's Association don't have him making milk commercials, or some toothpaste company hasn't grabbed him off the track — but lucky for Speedway fans, Sonny Nutter is still around. Captain of the Ventura Shakrs, Sonny's very proud that four of his team members will go into the Nationals. After poor showing in the first two qualifying rounds, Sonny came on strong in the third and started putting his act together. His fans breathed a big sigh of relief when "Mr. Charisma" stacked up enough points to make the final. Sonny's shop, Speedway Only, in Santa Monica, has served as a gathering places for a lot of young racers. Bobby Schwartz has worked for him in the shop for three years. Sonny enjoys winning every bit as much as anyone else, but his main objective is to be an asset to the sport.

Rick Woods

U.S. National Speedway Champion—1968, 1970—1972. Woods had already retired from Speedway competition once. At the close of the 1973 season, he moved to Mammoth Mountain and turned his talents to racing snowmobiles. In 1974 he returned to his Huntington Beach home and after watching a few events from the outside decided to give it another go. His many fans welcomed his return heartily. Captain of the Orange County Eagles, Woods feels happy with his showing of the past season and especially likes the team concept of racing. Four years ago Woods was the superstar of American Speedway. A lot of people still regard him as the most most "stylish" Speedway racer the United States has produced since the sports re-birth in 1968.

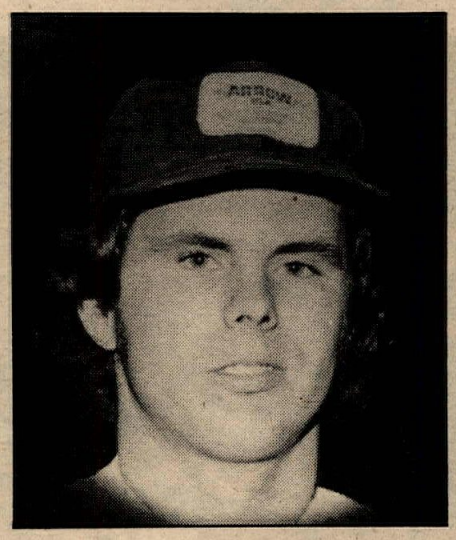
Jim Fishback

"Animal Crackers" is the biggest man in the line up and doesn't move over for anyone. His first go for the title cost the Coliseum three broken seats and gave the fans one spectacular show. A former AMA District 37 Number One 250cc desert rider, Fishback still competes in a varied assortment of races outside of Speedway, and he still wins them, too. A broken ankle put him out of action for four weeks and edge him out of the top 10 points race. He barely qualified for the National event. Jim owns his own equipment and his family lends both moral and sponsor support. Right now Jim is trying to induct another of his off-road racing buddies onto the Speedway oval. Larry Roeseler might become the next new face on the scene if Fishback talks quick enough.



Randy Marsh

Actually this is Randy's first try for the National title although he was ready and willing to go for it last year. He was second reserve rider in 1975 and ended up with very red ears from taking his helmet on and off during the bizarre accidents in the Coliseum. He was drafted this year by the Ventura Sharks and chalked up his first full season of scratch racing. He's been riding since he turned nine and he now owns two speedway bikes and a couple of dirt bikes. Randy picked up the speedway bug at the Ventura Fairgrounds. After watching the races for one season, he decided to try it himself. Off the track Randy spends a lot of time in the water, surfing and water skiing. He combines a lot of natural ability with his own style. He's come a long way since last year and won't have to worry about red ears this time.



Larry Shaw

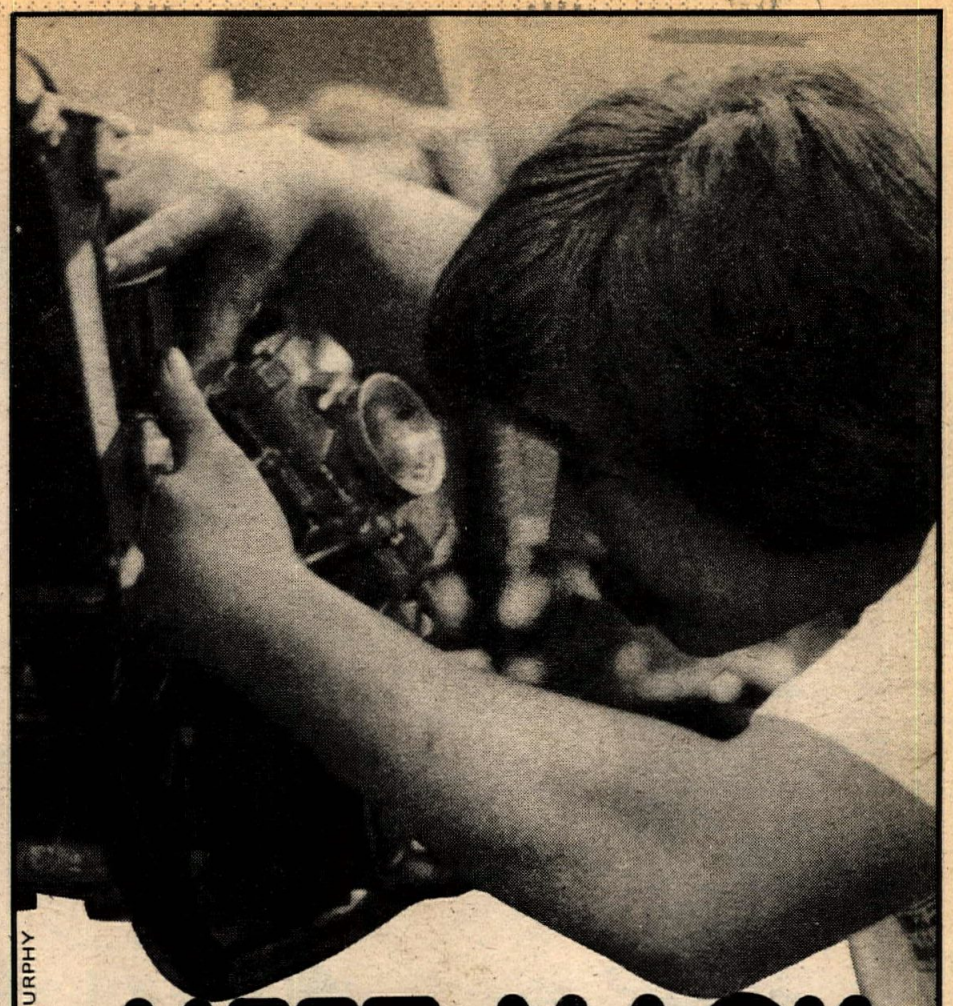
Captain of the San Bernardino Sizzlers, Larry Shaw is a multi-talented Speedway veteran. He's a professional durmmer and quite a musician as well. "Lightening Larry" can also play the tenor saxophone, piano, trumpet and guitar—when he finds the time. He's even thinking of taking on an offer to race a midget car. This will be his seventh National competition. He's been in the top five,five times, and finished third twice. An off-track accident put him out of action for four weeks this season and by the time he returned to the circuit, he had dropped out of the top ten. He was the second highest scorer in qualifying rounds, easily making up for lost time. He'll be riding to win every match he's in at the final.

Scott Sivadge

Lat year Scott rode for Sonny Nutter and spent much of his time working at the "Speedway Only" Shop. This year Scott has his own equipment and does most of the wrenching at his home. He's had a lot of mechanical problems this season, but things have been looking up recently. Scott was one of the favorites in the 1975 final and feels there may have been too much pressure on him to make a good showing. This year could turn out to be quite different, even though he barely made the final, qualifying in a tie for the final two spots. Scott owned his first motorcycle at 13 years, started racing at 15 and went from Novice to sixth ranked Expert in District 37 flattrack and TT events. In his first Speedway season, he was recognized as rookie of the year. This year hasn't been easy, but Sivadge is capable of a grand slam upset.

1976 SRA Junior Speedway Champion Louis Kossuth

DENNIS GREENE PHOTOS



TONY MURPHY

MEET MACK

By Tony Murphy

Tuners are so often a forgotten or overlooked breed. We do hear about Kel Carruthers' efforts on behalf of Kenny Roberts, and occasionally the name Bob Work crops up when race fans are discussing the latest victory of Steve Baker. Then there's the Vesco-prepared machine ridden by Gene Romero. But beyond those three, road racing wrenches are pretty much a mystery. Is it possible that they're the only ones?

Don't you believe it. But, what may surprise you is the fact that most of the other fast machines in AMA road racing are prepared by the same man, Mack Kambayashi. His fingerprints can be found all over Gary Scott's TZ750, making him responsible for the preparation of the machine that may just bring Gary his second reign as AMA Grand National Champion. How he fares at the Riverside race can be all-important. And that is just one of Mack's Riverside efforts.

Mack is an ex-Yamaha factory mechanic who has had a hand in making many of today's top riders go just a little faster. At one time or another, Mack has twisted wrenches for Dick Mann, Don Emde, Ron Pierce, Art Baumann and Dave Smith, just to name a few. And this year's Riverside race found him just as busy as ever, for, in addition to Gary Scott's machine he was taking care of the 750 of Takazumi Katayama and the 250 of sensational David Emde. Mack, together with fellow Japanese Toshi Araki, won't have a moment's rest until it's all over on Saturday night.

The responsibility of tuning a 175 mph Yamaha for the U.S.A.'s number one rider is a long way from a Tokyo Porsche dealership. Twelve years ago Mack Kambayashi left a profitable job as Tokyo's most famous Porsche mechanic and set out for the U.S. He landed at Yamaha International and soon found his talents being put to use by the Yamaha race team. As a "junior" race team member he inherited the tuning chores for the "junior" rider on the team in 1967, Art "The Dart" Baumann. At Daytona that year, Baumann finished third on his Mack-tuned 350.

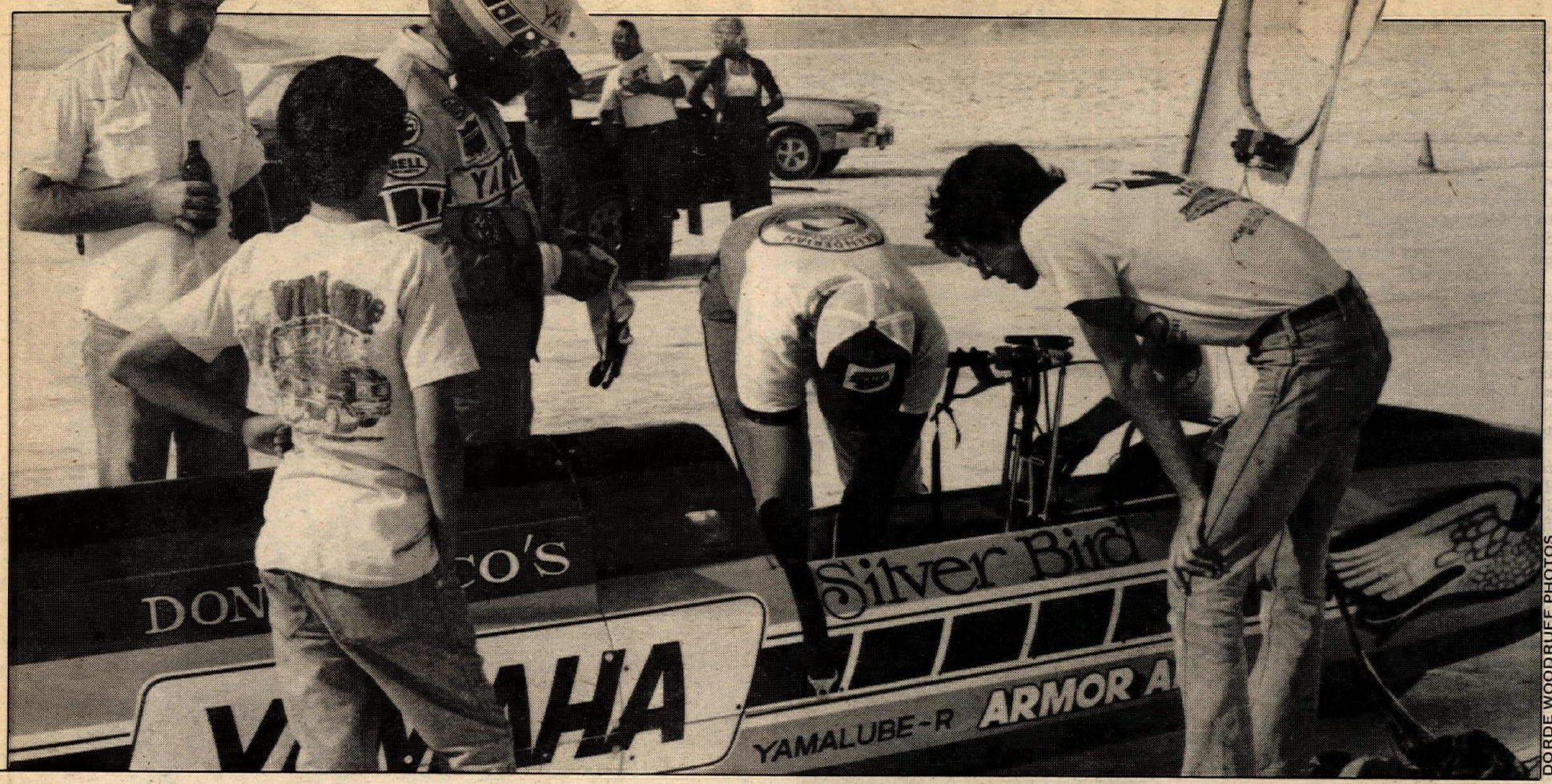
Mack stayed with Yamaha until they "officially" withdrew from racing in 1969. Then he moved across town to Kawasaki where he took care of the tuning chores for Dave Smith. It isn't touted anywhere and may even be unknown to Kawasaki, but the Kambayashi/Smith combination brought Kawasaki their first-ever trip to the winner's circle in U.S. racing. Smith finished second to Gary Nixon at the Loudon National.

The year 1970 brought an offer from BSA/Triumph, and since Mack had his four-stroke Porsche experience to call upon, he accepted the offer and found himself preparing engines for Dick Mann and Don Emde. Interestingly, he's still building horsepower for the Emde's, only this time it's for Don's younger brother, David.

By 1972, the BSA/Triumph racing bubble had burst and there seemed nowhere left to go. Mack worked with Sudco International for some time but finally decided to go it alone, opening his own tuning shop in late-1972. Together with his wife Yoko and Toshi, Mack now caters to the privateer's need for expert assistance. On any given weekend, Mack-prepared Yamahas fill out most of the front spots at local Southern California road races.

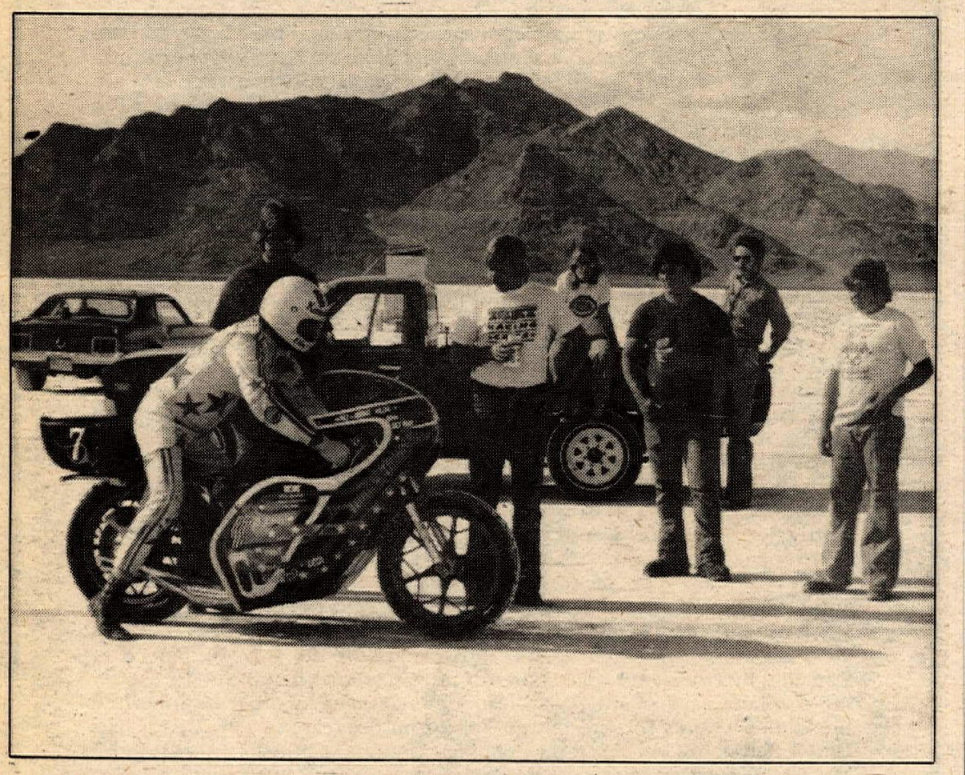
Mack's shop in Fullerton is always alive with activity as there are sometimes as many as a half-dozen TZ Yamahas lined up waiting for work. It's not unlike any specialty tuning shop except the machines being tuned are already all-out racers when they're new. It's only because the performance of a Mack-prepared engine is so impressive. In fact, if you don't have one you won't be in the hunt. Unless, of course, your name's Baker or Roberts and your horsepower comes directly from Hammamatsu. If you're anyone else, like Gary Scott, you have to get your horsepower from Fullerton, via a Tokyo Porsche mechanic.

NORTH AMERICAN DATELINE

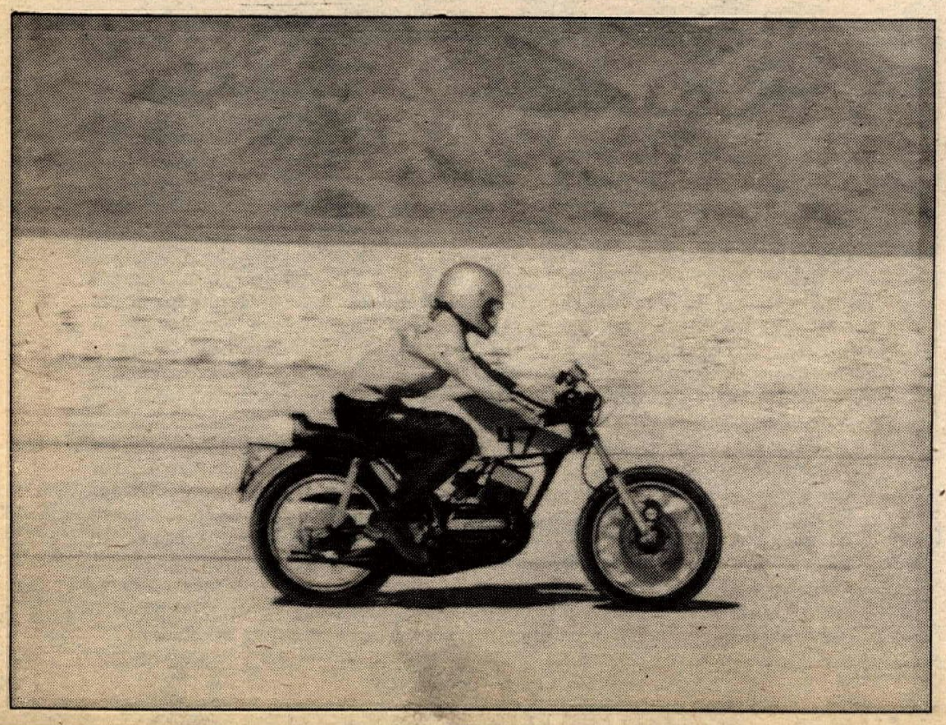


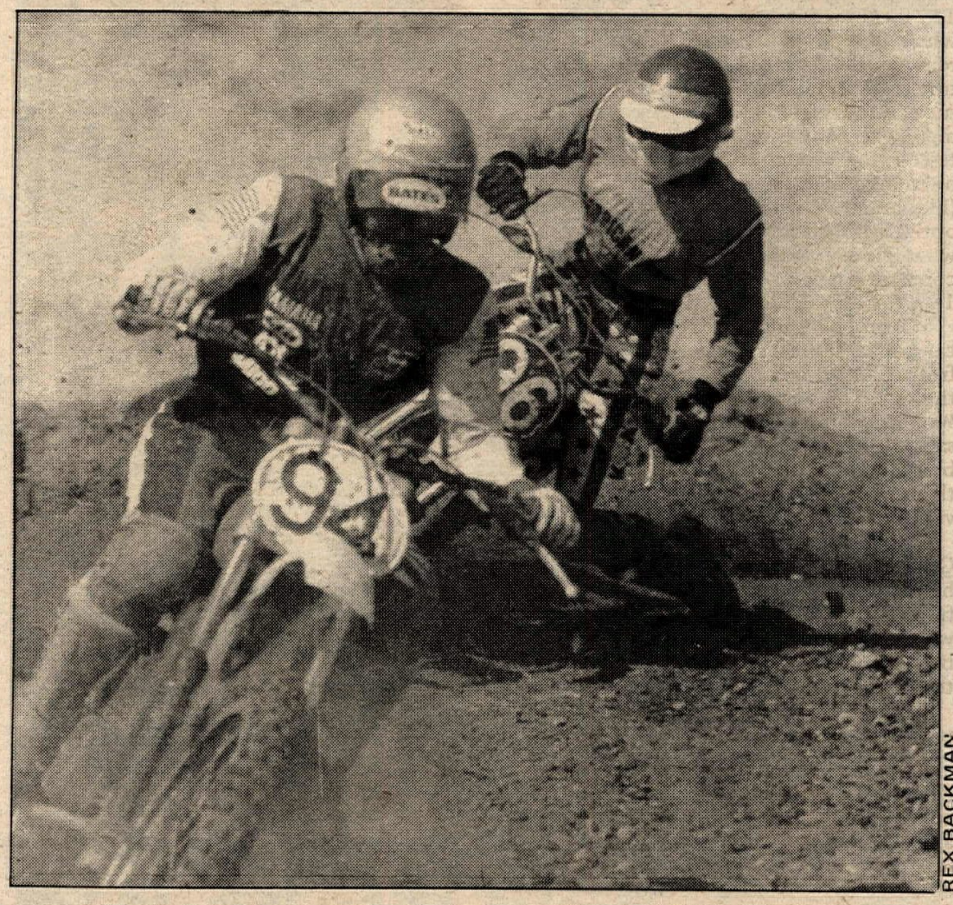
DORDE WOODRUFF PHOTOS

(Above) Clocking and tuning without pressure; Vesco suits up at Bonneville "short track." (Below) D-36 Mxers Lesniewski (94) and Karl (96) push each other in recent SOHVP race.



Utah speeders Ellis Lehmberg (above) and Ron Benoit (below) hit the salt.





REX BACKMAN

Mini Speed Week at Bonneville

By Dorde Woodruff

WENDOVER, UT., SEPT. 25-26

The last of a summer-long monthly series of Speed Trials was held by the Utah Salt Flats Racing Association. Rules are basically the same as at Speed Week in August. The course is shorter, three miles, and the distance through the traps 132 feet at the end of the third mile. Times are not official records but the meet enables racers to check out their equipment, new drivers to gain experience. Riders and drivers, for the $10 charged can purchase a very accurate speedometer check, or just enjoy running.

Entries were mostly cars, with only six wildly assorted motorcycles participating. The meetings provide a cheaper, uncrowded, low pressure alternative to Speed Week. Entrants are lucky to have discovered this opportunity in its infancy. If the meetings had the attendance they deserve they would become crowded, not as much so as Speed Week, perhaps, when the line at the start now stretches a half mile. Drivers this weekend happily exclaimed they had run as much in one day as in an entire year

The club would like to see more motorcyclists come out. Only the usual leathers, helmet, goggles and gloves are required for speeds under 150 mph. Faster bikes must have road racing tires. Rick Vesco checks out bikes to make sure they're safe.

Don Vesco brought his "World's Fastest Motorcycle," the TZ750 powered Silver Bird. He had reinstalled the two 300 mph plus engines, having

set a record in August in the S-AF-1300 class (Streamliner, Modified engine, Fuel). First run Saturday, with a 26 tooth sprocket and two cylinders not working, the Bird did 227. After changing to a 27 tooth sprocket for the shorter course, and one of the two lame cylinders being fixed, the Bird couldn't run again because at the starting line there was more than the slight breeze tolerable by the skittish machine. Sunday it ran 251 with one cylinder still not firing.

Although a number of the car drivers came from California, the rest of the motorcylists were all Utahns. Avid street rider Dick Spencer from Garland stripped his GL-1000 to go 119, glad because it was four mph faster than his son in his Camaro could manage. He put his Windjammer back on and dropped to 104.

Ellis Lehmberg of Lehi used his record-holding Kaw 500 triple, turning 137 and 118, finally smoking a piston. Ron Benoit brought his '74 RD350 from Richmond. He put 30,000 street miles on it before converting to an XT500. The RD is now used for drag racing, ported and with rods and bearings from a TZ350, 28mm Mikunis replaced with 32mm, cafe racer tank and rear fairing. Ron tried to get it dialed in for Bonneville but hadn't succeeded in getting any higher speeds than in the drags when he seized it.

Ed Wollums of Bountiful came with a 50cc which he built for a record try, going a promising 58 to start but thereafter not doing as well.

I did a run-what-you-brung number with my daughter's new used '73 Yam TX500. Since it had nothing extra on it when she bought it I had only to remove the mirrors. It wasn't freshly tuned and the bars were too wide to tuck quite right. So I figured my 97 mph was okay since Cycle Guide only tested that model at 108. Running your own bike at a documented high speed (like many vehicles my speedo was 10% optimistic) gives you a little feeling for what Kenny Roberts is saying when he complains about racing at Daytona at 180, for only $500 or $1000, yet.

Motorcycling helped two high quality cars at the meet. Teague and Bentley from California bought the mold from the Norton Streamliner body from Wixom when they were going to junk it, saving them wind tunnel costs. The body must work okay for them since their car was the meet's speediest vehicle at 277.

Don Vesco's brother Rick of Brigham City also uses two TZ750 motors, in his handsome 444 Streamliner made over from their father's race car. The motors weren't getting enough air so the car ran better without the engine hood despite the loss of streamlining.

The club does an excellent job of running the Speed Trials. Their old clock held things up a bit Saturday night responding to later afternoon sun going in and out of the clouds. A loaner arrived from the California supplier who was to have sent them a new one already. It worked flawlessly on Sunday. Rain dampened the track Saturday morning, dried up quickly. Sunday was warm and clear and the track in fine shape.

The future of the Bonneville Speedway is clouded by politics. Most of the land is BLM managed, some owned by the state and some by Kaiser Aluminum and Chemical. BLM is now managing the Speedway. The club feels that they are slow to act and what money they put into it doesn't go very far. The state, Tooele County, and the town of Wendover are mindful of economics. Kaiser is big business in that part of Utah. A study being conducted by the U.S. Geological Survey, to be finished next September, is designed to show whether Kaiser's brine pumping can be proved to be affecting the track.

This year management of the track, which needs expensive preparation each year, hung on slender finances. Contributions in money, labor or equipment were made by the USFRA, BLM, Tooele County, City of

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Southern California's Mike Bell flashed to a Class 21 victory at the 1976 edition of SCORE's Off-Road World Championships. Averaging better than 40 mph on his Long Beach Honda prepared Husqvarna 250, the young MX ace outran the field to finish Number One with Pennzoil 2-Stroke Motorcycle Oil. More recently, Mike rode his Honda 440 to victory in the U.S. National 4-Stroke Championships using Pennzoil 4-Stroke Motorcycle Oil. Take a tip from this winner . . . whatever you ride, wherever you go, Pennzoil is worth asking for.

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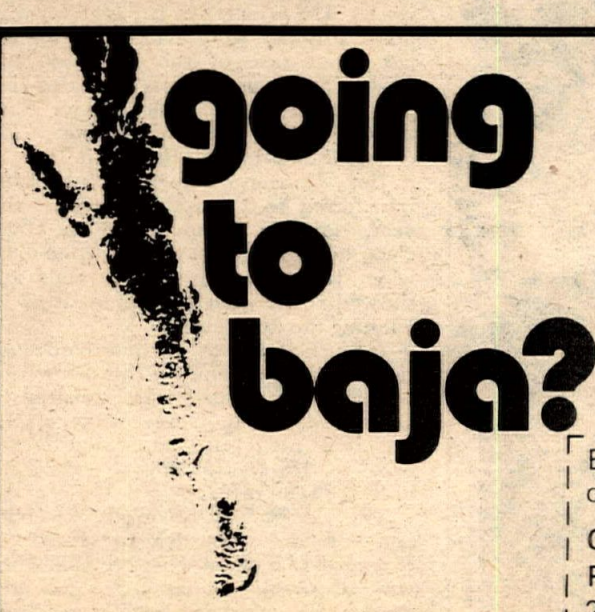

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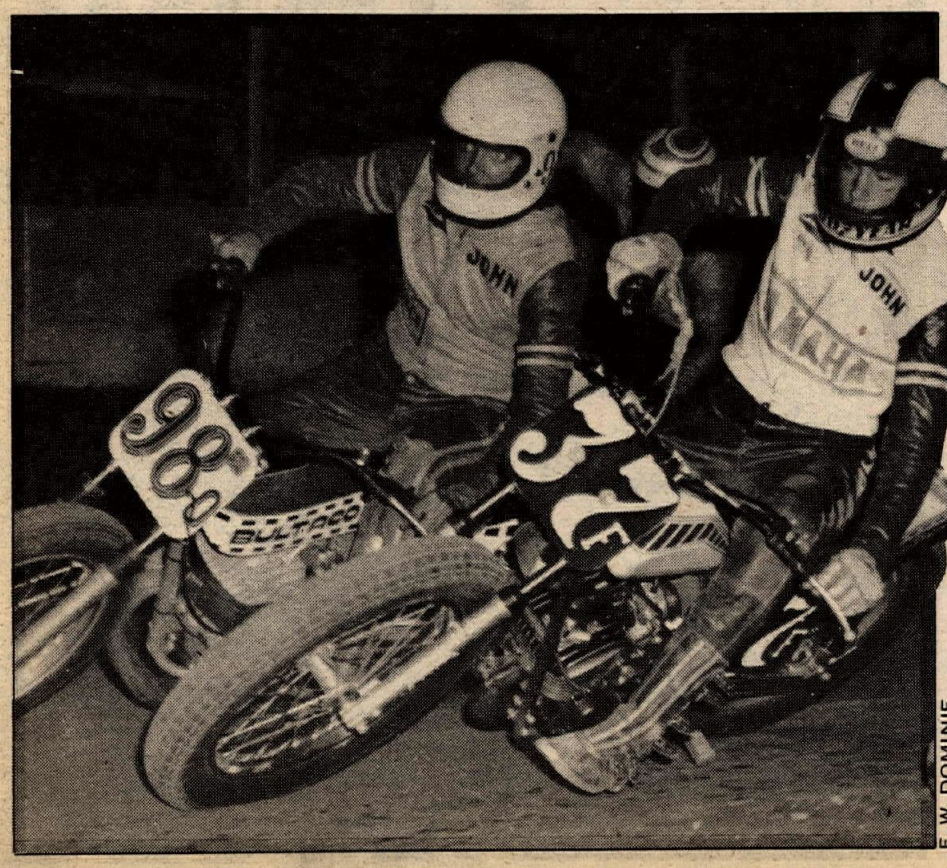
NORTHERN DATELINE

PHOTOS BY ALCOT

(Above l/r) "Have a good ride, buddy." "You, too." Moments later, Dave Woods leads Mike Bonner in their final moto at Sunnyvale. (At left) Pete Crowell, a Fred Astaire you ain't!

STEVE CASTILLO

(Below) Big-Eyed John and Squinty-Eyed John trade elbows in Chico finale.



E. W. DOMINIE

Wendover, and Utah Department of Transportation; also part of the users' fees (part goes to other BLM pockets). Stable adequate management is needed.

Chico short track season ends

By Patty Piston

CHICO, CAL., SEPT. 25

The short track season at Cycleland Speedway has come to an end for 1976. It was a very rewarding season that saw the presentation of Scratchman trophies to Shane Scott, Chris Sauer and mini rider Doug Dorman. These very special trophies are hand made by George McKillop, the official scorekeeper. The top ten riders in CMC Short Track received their number plates in opening night ceremonies.

Other highlights include the arrival of spectators from Vina in a helicopter and a spectacular lightning storm which touched off three fires that could be seen from Cycleland. The last three races of the night were rained out.

Jim Hubbard won top money in both the Semi Pro series, each lasting ten weeks. The winners in the race for high point trophies were decided during the last point race of the season in five classes. Five points or less separated first and second in the 100cc Junior class, 200cc Junior, 360cc Junior, 200 Amateur and the 250 Handicap.

Jim Conger, Expert mini rider, transferred to the sportsman class this year. Normally competing in the 100cc class, he rode against the 125s one night when there were no other 100s and showed them what he was made of by winning the main event.

John Grant was named hard luck rider of the year and for this distinction was awarded a cash prize donated by George McKillop. Grant broke his leg the first night of the season during practice. He was unable to ride again until the final race.

The riders, usually on the receiving end of any awards, presented an engraved plaque to Denton Hill, their way of saying thanks for a job well done. Hill, who has been the official flagman at Cycleland for 14 years, was forced into "retirement" because of a heart attack earlier this year.

One of the craziest sights of the year was the mini bike mad house race the last night. Picture, if you will, 32 Sportsman riders of all sizes, shapes and descriptions, competing on a 1/6 mile oval on 32 mini bikes of all descriptions. It truly boggles the mind.

Results in Results Section.

BOSS MX at Sunnyvale PAL

By Sallee Hilton

SUNNYVALE, CAL., SEPT. 19

Experts and Intermediates were run together in all three classes, using a staggered start. Although it has been observed sometimes that the Intermediates, or at least a few of them, keep up with or pass the Experts, this was not the case this time.

Open Expert Ted Rogers led 12 laps of the first 15 lap moto before Rick Long (Yam) got around him to take over the lead and the win. Rogers finished second, and Rory Rundle (KTM) came up for third. In the second moto, Rogers started out front again, but this time his lead only lasted one lap after which he found himself out of commission. Long again took over. He lasted five laps before Dave Mythen (KTM) became the new leader, and winner of the moto. Mythen had finished fourth the first time around. Long hung in for second, and third for this run went to Robert Norton (Hus). Payoffs went to Long (1-2), Mythen (4-1) and Rundle (1-4).

Coming from about sixth in the first 250 Expert moto, and from third in the second, Chris Grewer (Hus) took both wins in that class, with Mike Hersman (Hus) and Bill Johnson (Yam) each taking a second. A new rider in the Expert ranks, Larry Wosick (Suz) was third both runs.

Dan Geery (Suz) started out leading the 125 Experts while Mike Bonner (Hon), another new Expert, and Dan Dobbins (Hon) diced it out behind him. After a lot of place swapping, Bonner finally got out ahead of Dobbins and then went on to take Geery as well, winning the moto. In the second round, David Wood (Hon), who had had a bad start the first time and could only work up to a fourth place at the finish, took the holeshot this time and led the whole

race. Wood collected the bucks for second overall, for Bonner was right behind him for the second in the moto, but the overall win. ●

Results in Results Section.

Fremont MX

By Steve Castillo

FREMONT, CAL., SEPT. 23

Bill Johnson (Yam) and Phil Crane (Suz) did some handlebar banging tonight in 250 Pro. In round one Larry Wosick pulled out the stops on his Husky and left the rest of the pack at the line. Wosick cruised to an easy win with Bill Johnson not far behind and Phil Crane third.

Moto two saw Johnson and Crane go at it. It started with Bill Johnson pulling a super holeshot on his quick Yamaha with David Woodhall (Suz) second. Phil Crane soon worked his way past Woodhall and set out after Johnson. After two laps they were tight. Crane was riding right on the edge of disaster pushing Johnson super hard.

In one berm especially, Crane seemed to gain a little on Johnson. On the last lap Crane tried to dive under Johnson in that berm. While Johnson came down off the high line, Crane tried the low line, and as all junior scientists know, no two pieces of matter may occupy the same place at the same time. Something had to give and both riders went down in a giant crash.

From then on it was a race to the flag, literally. Both riders got back up quickly but Crane's throttle stuck. Bill Johnson kicked his Yamaha back to life and took off for the flag. They finished no more than three seconds apart. Johnson got the overall with his 2-1 score while Phil Crane picked up second overall. Larry Wosick ran into trouble with some of the Intermediates that were combined with the Pros but he still managed to get sixth, good enough for third overall.

Crane was also busy in the 125 Pro race winning with a 2-1. Charles Longmire who hasn't been to the pay window in a longtime showed up for second place money on board his Honda. ●

Results in Results Section.

MacMurray tops AMA Speedway

SACRAMENTO, CAL., SEPT. 24

Rich MacMurray of Reno, Nevada defended his No. 1 spot in AMA Speedway points by winning the Western Division Championship at Cal Expo. Before one of the largest crowds of the season MacMurray piled up a perfect score of 15. The victory was in some doubt right up to the last event of the evening. Mike Rooney, Sacramento, had completed his rides in event number 19, ending up with a total of 14 points. Rooney's only loss came in event number five where he came in a close second to MacMurray. The stage was set for the last event when MacMurray had to face another of the "go fasters," Mike Faria.

Faria was second to MacMurray in overall points for the season, and if any one had a chance to catch MacMurray it should have been him. If Faria won and MacMurray came in second there would have to be a run off between MacMurray and Rooney. MacMurray jumped into the lead, Faria was close all of the way for the four laps. Mike tried both the inside and outside lanes, but Rich was not to be denied the title and held off Faria to claim the championship. That left Rooney second; Faria along with Duane Yarrow had 11 points, tied for third. The fifth place was shared by Ron McGill and Randy Davis with nine points apiece. Other finishers were; Cliff Ball 8 pts., Charlie Morse 7 pts., Marty Beck 7 pts., Ron Long 7 pts., John Cook 6 pts., Dave Faria 6 pts., Jerry Baugh 4 pts., Sam Vanderhoof 3 pts., Mike Lupold and Paul Orlandi 2 pts.

The Junior Main turned out as a surprise as Lance King appeared to have it all sewed up. Coming out of the last turn before the flag King momentarily faltered and Steve Lucero, who had chased Lance the whole race, was able to move by and win in the last few feet. Ron Kirby took third and Mike Harrington completed the field in fourth. ●

Monterey ST

MONTEREY, CAL., SEPT. 25

Monterey's bi-annual semi pro short track opened and two families took home a total of five trophies. The Cahoons of Salinas had two seconds (100 Novice, 125 Jr.) and a first (360 Jr.), while the Busbys of nearby Marina, had a first (100 Novice) and a second (125 Novice).

The 250 Expert race, saw newly-made Expert, Rocky Robinson (Suz) come through the crowd to finish second, behind Randy Bereman (Bul) who had it from start to finish. Keith Day (Yam) continued his winning ways, taking the 250 Junior class in easy fashion.

Because of heavy requests from the riders, this series, which is normally five Saturday nights, has been extended to six and will include every Saturday night in October. ●

Results in Results Section.

Buttner wakes up Desert Bums H.S.

By Moto Depo

SPARKS, NEV., SEPT. 26

During the hot summer months the desert racers hibernate. With fall in the air the first race of the season always shows up the tired bodies and bikes that are not yet fully awake. But there are some desert racers that spend the summer motocrossing and assist in that awakening, very rudely, by blowing the sleepers in the weeds (sagebrush).

Dick Buttner (Hus) riding out of White's Cycle in Carson City was that rude awakener. He followed Lonnie Murphy (KTM) through the pits on the first of five 18 mile loops, passed him going out and extended his lead to about five minutes at the finish. Lonnie rode hard to maintain second, but on the last lap another summer MXer Dwight Snodgrass (Hus) passed him after moving up consistently throughout the race. Lonnie received a well deserved second Open Expert trophy.

Some other notables were: Paul Boise (Hus) won the Open Novice class but was so far ahead they thought he was lapped and gave first place to T. Main (Yam) who was actually second. The Marines landed with Russ Wyant (Yam) second 125 Novice; A. Scott (Yam) was first. The Pioneer Barber Shop (one of the few sponsors in Northern Nevada) had three riders in the top ten overall — Lonnie Murphy Open Expert third, Conrad Stitson (Hus) Open Expert fifth, and Mernie Irwin (KTM) Open Amateur ninth.

The Desert Bums threw a good race it was marked well, there was some new virgin desert which was bitchin' and disputes were handled efficiently by referee John McKay. They also are having another race on November 7, which has the potential of being a desert classic. The BLM has limited entries to 500 and they have 350 entries already. Write for an entry form for the desert race that can only happen in Nevada; to the Desert Bums, P.O. Box L, Sparks, Nevada 89431. Ask for an entry to The Cat House Hare and Hound. ●

Results in Results Section.

HONDA HUSQVARNA SUZUKI YAMAHA BULTACO CZ KAWASAKI KTM-PENTON CAN-AM MAICO CARABELA MONTESA HARLEY-DAVIDSON

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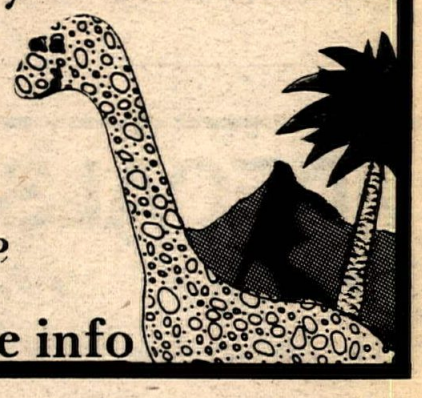

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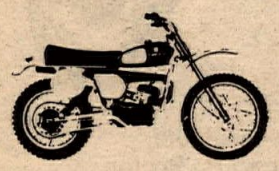

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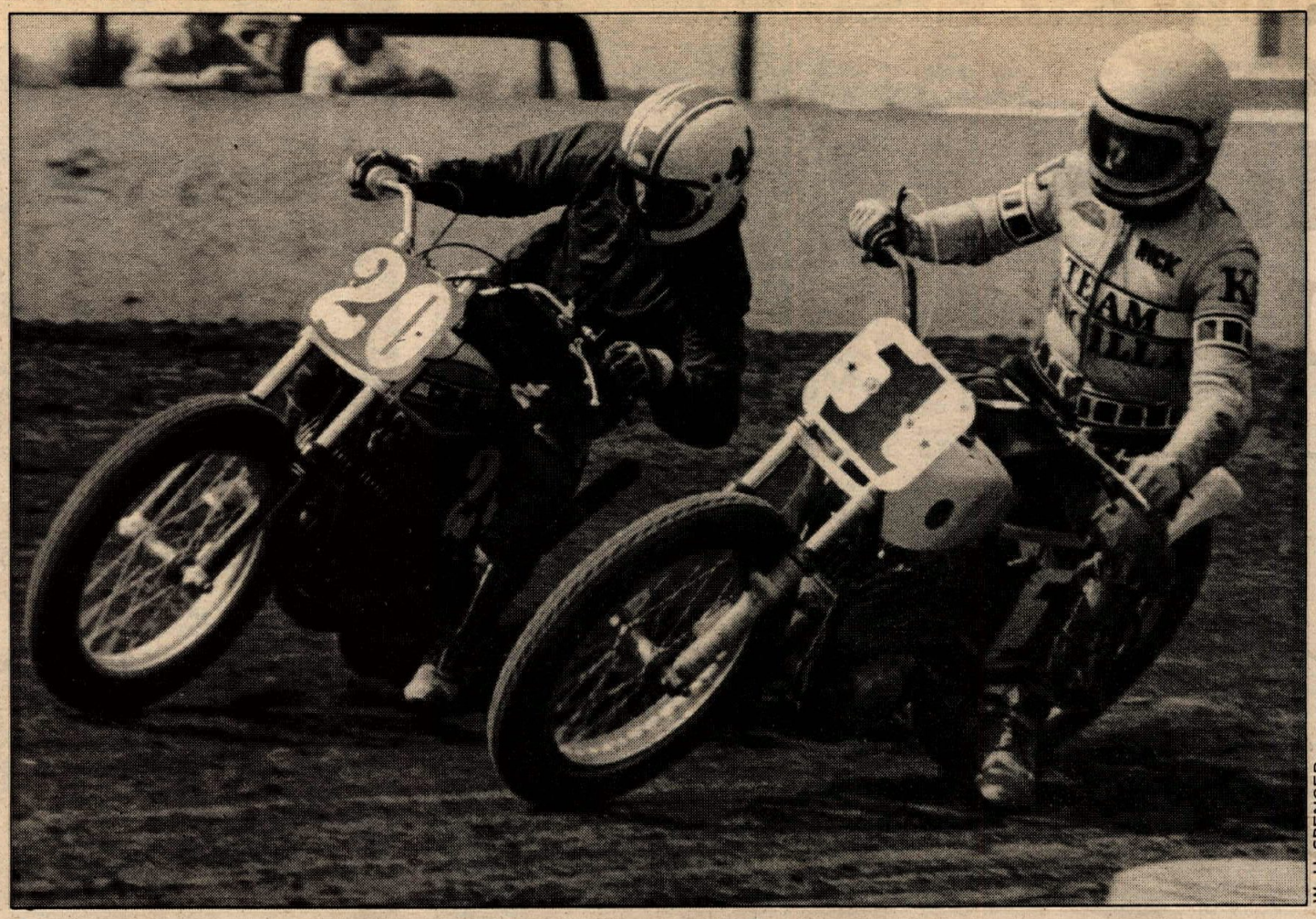


W. H. SPENCER

It's been a long D-36 short track season; with Jorgy (20) and Delacy (1) in there all the way.

Steady riders dominate Fox Hollow

By Chuck Iken

WOODBURN, ORE., SEPT. 26

Bryan Bird (Yam) rode a steady, cool race in the Mini Expert class winning all three motos. Bryan says he is thinking of giving up the Mini class to concentrate on the 100cc class.

Watching the 250 class (Juniors) showed another Junior is well on his way to the Intermediate class. Yamaha-mounted Jerry Berggren not only won all three 250 Junior motos but won two of the Open Junior motos, missing six straight wins by a flat tire. Surprise of the day was, Mike Gregson aboard his CooKawBulYam. He finally was able to complete all three motos. Talk about research and development! Other consistent riders were Mike Teeters (125 Jr.), Chris Selnes (Yam) 100 Junior and 250 Intermediate Mike Kirkpatrick. ●

Results in Results Section.

Short track finale

By R. D. Woods

LODI, CAL., SEPT. 25

The Westside Eagles closed out the short track season at Lodi with another fine program. Although it was opening weekend for deer hunters, we had a near-normal turnout. Everybody was anxious to get home early, as the San Jose Mile was the next day.

Tracy Hays (Yam) came through with wins in the 80cc and 100cc Mini Expert classes. Scott Baker (Yam), recently up from the Mini ranks, put it to the other 100cc sportsmen.

Debby Rocha (Yam) struggled for a long time in the 125cc ranks without much success. She moved up to a 175 Yamaha and has been giving the boys fits since. Usually a good starter, she got off in the lead again and was able to hold it for several laps. But Gabe Burrola (C-A) finally passed her and she had to settle for second.

Steve Nicholas (C-A) tricked up his machine with a new frame, glass, and other refinements. He looked real fast, placing second behind James Green (Yam) in 250 Junior. ●

Results in Results Section.

Startup MX

By Esther McAllister

STARTUP, WASH., SEPT. 19

The Northwest Motorcycle Association made their annual Pro Series stop at Startup MX Park, attracting riders and spectators from throughout the state and parts of Canada. An early morning fog left behind enough moisture to keep the dust down before giving way to bright sunshine and temperatures near 80 degrees.

Open Pro Mitch Simmons displayed his usual flashy style while gassin' his Bellevue Suzuki-sponsored RM370 to a clean sweep in both motos, followed to the checkered each time by Aurora Cycle-sponsored Randy McAllister (Mai). Randy had the holeshot in moto number two but Simmons dived under him for the lead and their positions stayed the same for the rest of the moto. Chuckanut Cycle's Dana Johnson earned his winnings the hard way. Despite a cracked hub he finished third in the first moto, then with some help from his friends, managed to fasten a borrowed rear wheel on his RM370 in time for the second moto. But in all the excitement everybody forgot about gassing up his bike! So, while running in third again, Dana signaled his plight to his pit crew – they got the message. After a quick stop for gas Dana got back in the race to take fourth, giving him third overall.

The 250 Pro class provided plenty of excitement as Rick Benek and Mitch Simmons (in his second ride of the day) made a real "Bul-fight" of it. In the end it was ole' Benek with Simmons second and smilin' Brian Morgan taking third.

(You may recall a couple issues ago, *Cycle News* correspondent Sue Sykes wrote about the theft of Benek's trick Bultaco from Puyallup Raceway following a night motocross there. By a weird chain of events Rick and his *Bul* are happily reunited, but the thief remains at large.)

As the "Golden Throat" of Startup track, Ric Calhoun, refers to him, it was "Desperado" Duke Coleman (Hon) emerging triumphant in the 125 Pro class with Pat Jacobson (Hon) working his way up through a lot of traffic to take second. Marc Wareham (Hon) fought it out for third overall; Mel McCormick (Suz) was running second and charging until a crash put him out of it. Duane Bowen, Scott Templeman and Scott Cameron (all Honda-mounted) each, in turn, threatened the lead. Dan Fitch, in only his second race since moving up to a red plate, got the holeshot in moto two and led three-quarters of the first lap before he and his Aurora Cycle RM Suz. parted company on an off-camber hill.

In a special added race for Old Timers, Seattle's Don McCandless rode his Husky automatic to a first place finish, John Barker (Yam) took second, and Bill Dougliss (Kaw) finished third.

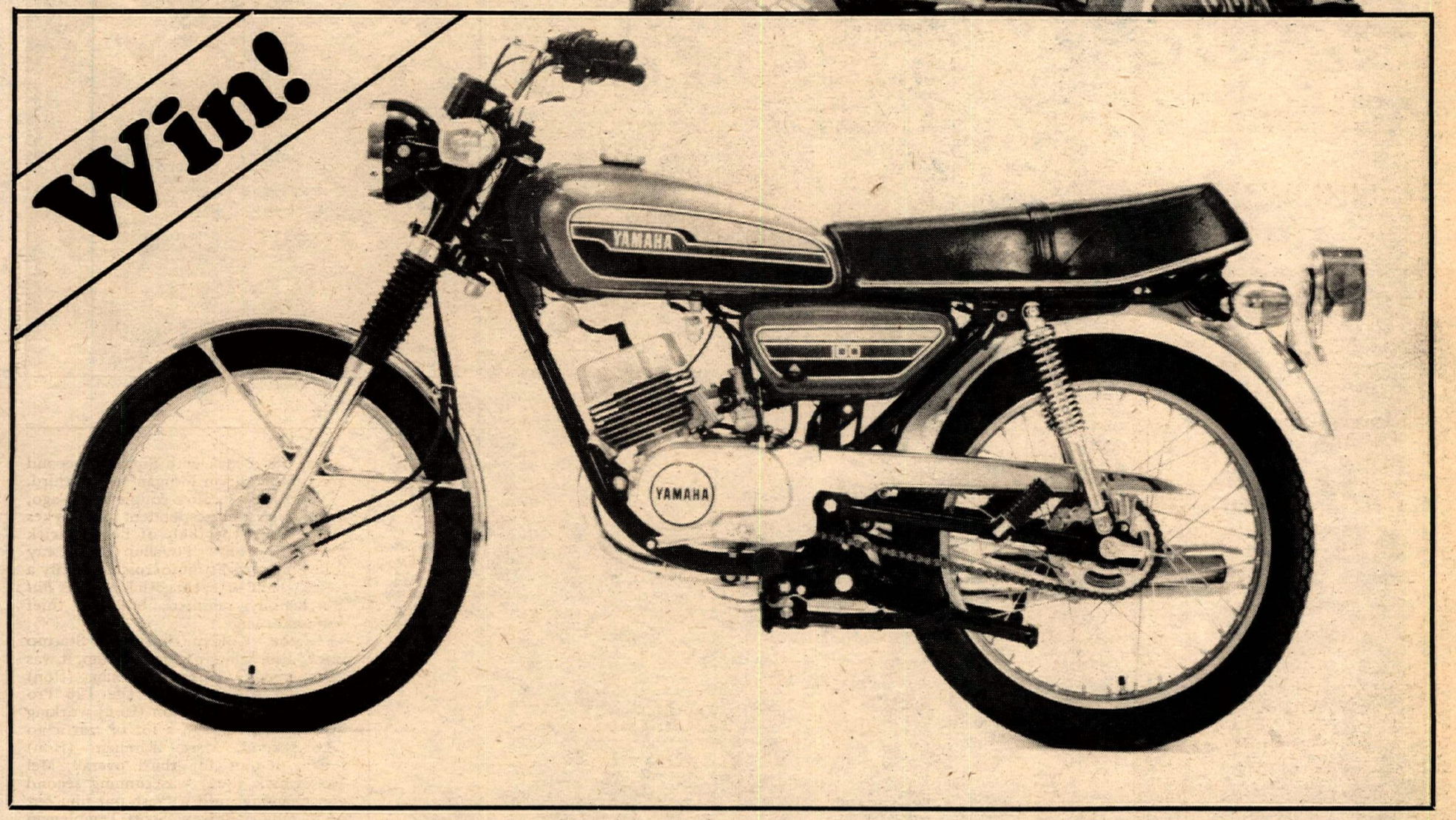
Todd Dougliss (Kaw), son of Bill, took a trophy home too. He was first overall in the 100 "B" race after a hot contest. Canadian Mike Eyre (Hon) had won the first moto and was leading the final moto when an unfortunate crash during the white flag lap cost him a few places. He still earned second overall. When Eyre went down, Lucky Mertes (Suz) zipped on by to take the flag for first place. However, Lucky had had his problems in the first moto, but his 6-1 added up to a third overall.

Greg DeMuth (Bul), back after a few weeks away from racing, was in fine form as he went 2-1 for the 250 "B" class. Brad Davison was the recipient of a special trophy donated by David Redwine, operator of Hillside MX Track located near Moses Lake, Washington. Redwine, an Open class Expert motocrosser himself, singled out Davison for his outstanding riding skill and determination displayed during the running of the final 250 "B" moto. ●

Results in Results Section.

Win a Yamaha & Join B.J. Breece on his coast - to - coast - to - coast

Ride Against Hemophilia



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RESULTS

Old Timers MX
Valencia, Calif.
Sept. 25-26, 1976
By O. T. Dal

MASTER	
Blackie Lewis	Mai
Marvin Olson	Mai
Don Carey	Oss
John Rice	KTM
EXPERT	
Hutch Hutchinson	Mai
Ed Scheidler	Yam
Dick Erickson	Hus
Warren Fonteneau	Bul
AMATEUR	
John Selder	Yam
Pat Terlizzi	Mai
Jerry Steiner	Mai
Frank Hoshijima	Suz
NOVICE	
Darwin Zenser	Yam
Everette Hattle	Yam
Kid Coffman	Yam
Robert Klatt	Hon

CRC MX
Corona Raceway
Corona, Calif.
Sept. 23, 1976
By Elaine Jones

MINI BEG	
Harley Hall	Hon
Allen Lucas	Yam
Peter Neal	Yam
MINI NOV	
Mike Word	Hon
Ken Campbell	Yam
MINI INT	
Scott Davis	Yam
Donny Berry	Yam
100cc CLASS	
Chris Parker	Hon
Mike Diego	Yam
Mike Johnson	Suz
125cc CLASS	
Steve Morefield	Hon
Robert Pfetzing	Yam
Steve Castle	Hon
250cc CLASS	
Jeff Specht	Suz
Cliff Mathews	C-A
Tom Burmeister	Yam
250cc EX	
Goat Breker	Kaw
Jim Latendresse	Suz
Frank Serjeant	Yam
OPEN CLASS	
John Hard	Hus
Guy Campbell	—
OPEN EX	
Bryan Breker	Kaw
Keith Fearing	Suz
TEAM RACE	
Bryan/Goat Breker	Kaw

CMC MX
Woodburn, Ore.
Sept. 26, 1976

MINI EX	
Bryan Bird	
MINI JR	
Keith Foidel	
Gary Davis	
100 JR	
Chris Selnes	
Doug Foster	
Gene Foidel	
125 JR	
Mike Teeter	
Keary Uhacz	
Dan Maggs	
125 INT	
Karl Usher	
Bob Cicerchi	
250 JR	
Jerry Berggen	
Bob Pieretti	
Dennis Hucke	
250 INT	
Mitch Kirkpatrick	
Louie Cornelison	
OPEN JR	
Michael Glenn	
Micke Roberts	
Dick Teeters	
OPEN INT	
Mike Crandall	

Desert Bums
Hare Scrambles
Sparks, Nev.
Sept. 26, 1976
By Moto Depo

OVERALL	
R. Buttner	Hus
OPEN EX	
D. Snodgrass	Hus
L. Murphy	KTM
OPEN AM	
P. Rice	Yam
M. Irwin	KTM
OPEN NOV	
P. Boise	Hus
T. Main	Yam
M. McNeff	MV
250 NOV	
G. Grive	Hus
B. Edwards	Hus
P. Terry	Suz
125 NOV	
A. Scott	Yam
R. Wyant	Yam
J. Orick	Yam
OLD TIMER A	
J. Jenkins	Hus
OLD TIMER B	
M. Idleman	Hus
TEAM	
Pioneer Barber Shop	Cli

CMC Short Track
Chico, Calif.
Sept. 25, 1976

SP MONEY RACE	
Ken Gray	
Jim Hubbard	
Steve Dietz	
PARENTS MINI	
Bill Roberts	
Charlie Cagle	
Dan Hubbard	
CONSOL 1	
Randy Scott	
Charles Cunha	
CONSOL 2	
Jeff Burbank	
Larry Horn	
MINI MAD HOUSE	
Ken Gray	
100 JR	
Jim Conger	
125 JR	
Mike McAvoy	
Bob Boeller	
Charles Cunha	
200 JR	
Mark Morton	
Bob Perry	
Jim Brubaker	
250 JR	
Rick Fodge	
Dick Hiatt	
Don Longnecker	
360 JR	
Monty Heath	
200 INT	
Leon Fowler	
Tom Gutzman	
Dan Fowler	
250 INT	
Dave Nakao	
Bob Gibson	
Paul Martin	
250 EX	
Bob Grant	
Jim Hubbard	
Steve Dietz	
360 EX	
Robin Hill	
John Sudberry	
Chris Sauer	
80 MINI HDCP	
Bobby Thomas	
Brian Roberts	
Mike Cagle	
100 MINI HDCP	
Jeff Valentine	
Doug Dorman	
Bobby Thomas	
200 HDCP	
Bob Perry	
Leon Fowler	
Doug Reiswing	
250 HDCP	
Bob Grant	
Joe Boes	
Jim Hubbard	
360 HDCP	
Robin Hill	
Dave Ryan	
Chris Sauer	

AMA Short Track
Lodi, Calif.
Sept. 25, 1976
By R.D. Woods

80 NOV JR	
Joe Knight	Yam
Mark Key	Yam
80 EX	
Tracy Hays	Yam
William Arbogast	Yam
80-100 NOV	
Frankie Timmons	Yam
Robert Nehrling	Suz
100 JR	
David Boyles	Suz
100 EX	
Tracy Hays	Yam
Richard Thurman	Suz
SPORTSMEN	
100 NOV	
Scott Baker	Yam
Joey Jaconetti	Yam
125 NOV	
John Rabideau	Yam
Richard Arnaiz	Hon
125 JR	
Louie Orozco	Yam
Steve Alberdi	Hon
125 EX	
Tony Adragna	—
200 NOV	
Gabe Burrola	C-A
Debby Rocha	Yam
250 NOV	
Daryn Spies	Yam
Clay Hodges	Yam
Ricky Burton	Kaw
250 JR	
James Green	Yam
Steve Nicholas	C-A
Mitch Magana	Yam
250 EX	
Alex Jorgensen	C-A
Michael Delacy	Yam
David Faria	Yam
360 NOV	
Kenny Burton	Gri
Orville Easley	Bul
360 JR	
Lynn George	Hon
Eddie Hegarty	Yam
360 EX	
Donald Bailey	Yam
Richard Delacy	Yam
Jim Mertens	Yam

CMC Short Track
Chico, Calif.
Sept. 8, 1976

100 JR	
Jim Conger	
Joey Jaconetti	
EX SEMI PRO	
Jim Hubbard	
Ken Gray	
John Williams	
125 JR	
Bob Boeller	
Mike McAvoy	
Dan Benson	
200 JR	
Mark Morton	
Jim Brubaker	
250 JR	
Bob Gibson	
Rick Fodge	
Jim Brubaker	
360 JR	
Monty Heath	
Ray Smith	
200 INT	
Dan Fowler	
Leon Fowler	
250 INT	
Mark Weber	
Ron Arlt	
250 EX	
Bob Grant	
Jim Hubbard	
Lowell Moural	
360 EX	
Chris Sauer	
Dave Ryan	
Dick Turner	
80 MINI HDCP	
George Cummins	
Rusty Elam	
Rich Hiatt	
100 MINI HDCP	
Dirck Sauer	
Mike Cagle	
Jeff Valentine	
200 HANDICAP	
Jody Patterson	
Leon Fowler	
Randy Freeman	
250 HANDICAP	
Lowell Moural	
Rick Fodge	
Jim Hubbard	
360 HANDICAP	
Dave Ryan	
Dallas Turner	
Robin Hill	

Fremont MX
Fremont, Calif.
Sept. 23, 1976
By Steve Castillo

100 JR	
Randy Alvarado	Suz
Ricky Delong	Yam
Stuart McDaniel	Yam
WOMENS DIV	
Lynette Wosich	Yam
VETS	
Gary Jacques	Suz
Steve Muscatell	KTM
Stan Ornellas	CZ
125 INT	
Kent Woods	Suz
Fred Tunnicliff	Hon
Rich Stadtmiller	Suz
125 PRO	
Phil Crane	Suz
Charles Longmire	Hon
Tex Collingwood	Suz
MINIS JR	
Mike Beier	Hon
Todd Clark	Hon
Corey Akel	Kaw
MINIS EX	
Rick Delong	Yam
Howie Ross	Yam
125 JR DIV I	
Craig Fox	Hon
John Cordova	Suz
Randy Alvardo	Suz
125 JR DIV II	
John Capilla	Suz
Andy Russell	Hon
Dene Dale	Hon
250 INT	
Jeff Goodell	Mai
Jerry Edie	Yam
Jerome Heiberger	Suz
250 PRO	
Bill Johnson	Yam
Phil Crane	Suz
Larry Wosick	Hus
250 JR DIV I	
Ron Powers	Suz
Bill Fargo	Yam
John Bergsma	Hus
250 JR DIV II	
Nasty Nan	Hus
Ed Baker	Suz
Randy Leverett	Suz
500 JR DIV I	
Bob Van Camp	CZ
Nasty Nan	Suz
Nick Boos	Yam
500 JR DIV II	
Bud Robison	Yam
Keith Adams	KTM
Rodney Forseth	Kaw
500 INT	
Curt Wilcox	Yam
Steve Muscatell	KTM
Gary Jacques	Suz
500 PRO	
John Gennai	Yam

CRC MX
Valencia, Calif.
Oct. 3, 1976
By Mary Majerle

MINI 50cc	
Bill Keffer	—
Gary Szilagyl	Hon
Nick Romero	Ind
MINI BEG	
Don Tovo	Hon
Richard Ising	Yam
Dale Dugger	Yam
MINI NOV	
Jim Busby	Yam
Clay Lawrence	Yam
Scott Phipps	Yam
MINI INT	
Curtis Qualls	Yam
Tony Barbacovi	Yam
Omar Greco	Yam
MINI EX	
Dallas Rebello	Yam
Scott Grose	Yam
Darel Francis	Yam
WOMANS DIV EX	
Johanna Stenersen	Suz
Sue Fish	Yam
Rhe Glielmi	Yam
WOMANS DIV SPRTSMN	
Garry Stiener	Hon
Dee Granger	—
Gale Webb	Hon
100 BEG	
Scott Kandel	Yam
100 NOV	
Tim Wilborn	Suz
Kirk Sturgeon	Hon
Bruce Cook	Yam
100 INT	
Hugh Blacka	Yam
100 EX	
Bryan Jordon	Hon
125 EX	
Bobby Jones	Hon
John Atwood	FMF
Broc Glover	Yam
125 INT	
DOn Sarian	Suz
Jamie Einbund	Hon
Butch Roberts	Yam
125 NOV	
Rudy Chavez	Hon
Alex Downs	Hon
Mark Sirota	Hon
125 BEG -16	
Tom Malone	KTM
Mark Ballestero	Hon
Robert Presley	Hon
125 BEG	
Bobby Clark	Yam
Chris Berchaw	Suz
Dennis Heady	Hon
250 BEG	
Lance Tubbs	Hon
Walt Olson	Suz
Ben Gill	Suz
250 NOV	
Gary Jackson	Suz
Robert Miller	Suz
Jim Burke	KTM
250 EX	
Greg Robertson	Oss
Jeffrey Vidic	Mai
Mike Bell	Suz
OPEN BEG	
Kel McIntre	Mai
Bob Kellams	Bul
Jon Kandel	Yam
VETS JR	
Ed Michetti	Hus
Bill Burkhart	Yam
VETS SR	
Alan Olson	Suz
Dick Yeats	Mai
Josef Jacobsen	Suz
250 INT	
Cory Sawyer	Suz
Drew Sidaris	Hon
Denny Waite	Suz
OPEN NOV	
Rocky Frontiro	Mai
Glen Gehlke	Bul
Gary Phillips	Suz
OPEN INT	
Jere Mason	Mai
Eric Wachter	Mai
Craig Lauterman	Suz
OPEN EX	
Marty Moates	KTM
Tim Lunde	Suz
Ron Turner	—

TT Scrambles
Elsinore, Calif.
Sept. 18, 1976
By Andi Gangewer

MINI BEG NOV	
Karl Johnson	Yam
Tom Wilson	Yam
Greg Nelson	Yam
MINI AM/EX	
Darren Hulbert	—
David Hulbert	Yam
Ken McIntire	Hon
100 COMB	
Ronnie Evans	Yam
Danny Martinell	Kaw
Jim Snow	Yam
125 BEG	
Thomas Headley	Yam
Nick Litwin	Yam
Kinney Jones	Hon
250 BEG	
Barry O'Brien	Yam
Kevin Williams	Yam
Mike Garrett	Yam
125 NOV/EX	
Steve Polson	—
Greg Bell	Hon
Allan Ronska	—
250 NOV	
Tim Thibodeaux	Yam
Dennis Voll	Bul
LeRoy DoZois	Kaw
OPEN NOV	
David Skirvin	Yam
Richard Sanders	Suz
Ricky Naymola	Yam
SPEC NOV	
Richard Sanders	Suz
David Callaway	Kaw
Ronald Hlauka	—
250 AM/EX	
Eddie Beeson	Yam
Jeff Springman	Yam
Rich Volk	Yam
OPEN EX	
Rod Sexton	Yam
Bill Bsrtels	H-D
Ricky Naymola	YZ
SPEC EX	
Rod Sexton	Yam
Rich Volk	Yam
Bill Bartels	H-D

AMA Short Track
Lodi, Calif.
Sept. 18, 1976
By R. D. Woods

80-100 NOV	
Frankie Timmons	Yam
Robert Nelson	Yam
80 JR	
Joe Knight	Yam
Bryant Gannon Jr.	Yam
80 EX	
Doug Chandler	Yam
Billy Arbogast	Yam
Tracy Hays	Yam
100 JR	
Austin Pugh	Suz
Jimmy Womack	Suz
100 EX	
Doug Chandler	Hod
Jeff Mason	Suz
Richard Thurman	Suz
SPORTSMEN	
100 NOV	
Tony Holdsclaw	Yam
Scott Baker	Yam
125 NOV	
John Rabideau	Yam
Richard Arnaiz	Hon
Fred Winters	Hon
125 JR	
Steve Alberdi	Hon
Louie Orozco	Yam
125 EX	
Mitch Davidson	Yam
200 NOV	
Gabe Burrola	C-A
Debby Rocha	Yam
250 NOV	
Daryn Spies	Yam
Ricky Burton	Gri
Fred Winters	Hon
250 JR	
Robert Stockdale	Gri
Mitch Magana	Yam
John Holland	Suz
250 EX	
Alex Jorgensen	C-A
Mike Delacy	Yam
Rick Delacy	Yam
360 NOV	
Kenny Burton	Gri
Russell Luhdorff	Hon
Clay Hodges	Hon
360 JR	
Jeff Haney	Hon
Ronnie Rohr	Yam
Lynn George	Hon
360 EX	
Don Bailey	Yam
Rick Delacy	Yam
Jim Mertens	Yam

AMA Short Track
Lodi, Calif.
Sept. 11, 1976
By R. D. Woods

80 JR	
Bryant Gannon Jr.	Yam
Joe Knight	Yam
80 EX	
Tracy Hays	Yam
Billy Arbogast	Yam
100 JR	
David Boyles	Suz
100 EX	
Tracy Hays	Yam
Jeff Mason	Suz
SPORTSMEN	
100 NOV	
Kevin Yarber	Yam
Karl Valdez	Yam
125 NOV	
John Rabideau	Yam
Gary Hegwood	Yam
125 JR	
Randy Taylor	Yam
Lollie Orozco	Yam
125 EX	
Mitch Davidson	Yam
200 NOV	
Debby Rocha	Yam
Gabe Burrola	C-A
Robert Hinkle	Bul
250 NOV	
David Perry	Hon
Pat Weir	C-A
James Anderson	Bul
250 JR	
Emory Gray	Bul
Gary Caves	Kaw
250 EX	
Dennis Huff	Bul
Mike Delacy	Yam
Steve Brandt	Yam
360 NOV	
Guy Mullins	Hon
Paul Furbush	Bul
360 JR	
Jeff Haney	Hon
Clay Chambes	Bul
360 EX	
Dennis Huff	Bul
Carl Yerby	Hon
John Tavis	Hon

D-36 Short Track
Monterey, Calif.
Sept. 25, 1976
By Burt Dinner

100 NOV	
T. Busby	Yam
R. Cahoon	Yam
125 NOV	
N. Combs	Suz
W. Busby	Yam
R. Matuszek	Suz
125 JR	
K. Hugill	Kaw
M. Cahoon	Yam
200 NOV	
J. Warren	H-D
J. Blackwell	Suz
250 NOV	
T. Tocol	Suz
D. Goodnight	Yam
D. Hughes	Yam
250 JR	
K. Day	Yam
J. Ralston	Bul
T. Henry	Bul
250 EX	
R. Bereman	Bul
R. Robinson	Suz
360 NOV	
F. Espinosa	Yam
H. Kalisiak	Bul
360 JR	
J. Cahoon	Bul
360 EX	
G. Lowe	Hon
B. King	Yam

Action Racewy. MX
Redding, Calif.
Sept. 25, 1976
By Lonnie Moore

PEE WEE	
Todd Fisher	Hon
MINI JR	
Donny Herron	Yam
Ward Skalicky	Yam
David Villopoto	Hon
100 JR	
Scott Dorman	Yam
Kevin Heino	Yam
Bill Scott	Yam
125 JR DIV I	
Kevin Fuller	Hon
Alan Thomason	Hon
Paul Laine	Suz
125 JR DIV II	
Jerry Snider	Yam
Danny Herron	Yam
Tim Mulvey	Suz
250 JR	
Bill Schirmann	KTM
Kevin Borror	Bul
Jim Brindelli	Yam
OPEN JR	
Wade Thompson	Yam
Jim Siler	Hus
Ed Jones	Bul
TURKEY	
Charles Short	Hon
125 INT	
Mel Sample	Hon
250 INT	
Rod Nordstrom	Oss
Steve Gard	Hon
OPEN INT	
Randy Winship	Hus
Glen McNeely	Mai
OPEN EX	
Dana Bray	Mai
EX 250	
Treve McReynolds	KTM

AMA Speedway
Western Division
1976 Points Total

MacMurray	262
M. Faria	247
Robinson	208
Orlandi	207
Rooney	171
Benck	135
Morse	102
Yarrow	85
Ball	70
Baugh	54
Eggers	49
N. Denny	43
D. Faria	41
Davis	40
McGill	39
Bowers	38
Ferguson	34
Trehal	30
J. Cook	28
S. Bast	28
Graham	26
Long	20
Vanderhoof	16
Christian	14
McConnell	12
Corder	12
Autrey	24
Lupold	10
S. Moore	9
McDonald	8
M. Bast	8
Haserot	7
Cooper	7
Loveless	7
Crummett	6
Hocking	5
McCarthy	4
Colard	4
F. Cook	4
Stetler	3
Jackson	2
Wood	1
Geronio	1

BOSS CMC MX
Sunnyvale, Calif.
Sept. 19, 1976
By Sallee Hilton

100 NOV	
Randy Alvarado	Suz
Scott Zetterquist	Suz
Matt Hachenburg	Suz
WOMENS DIV	
Joyce Ford	Hon
Lynette Wosick	Yam
MINI NOV	
Mike Sprenger	Yam
Felix Villalovos	Yam
Taryl Weinrick	Hon
MINI EX	
Mike Holmes	Yam
Shawn Hantz	Yam
125 NOV 1	
Bart Carrigan	FMF
David Cascio	Yam
Ron McRay	Hon
125 NOV 2	
Jeff Lofano	Suz
Mark Foster	Suz
Spoof Pena	Hon
125 NOV 3	
Rocky Bergonia	Hon
Cliff Mee	Hus
Greg Arnold	Hon
125 INT	
Troy Werner	Suz
Andy Boucher	Hon
Shawn McConn	Yam
125 EX	
Mike Bonner	Hon
David Wood	Hon
Dan Dobbins	Hon
250 NOV	
Phil Zemaitas	Mai
Shane Ramey	Hon
Scott Dubridge	Hon
250 INT	
Gary Arnold	Suz
Jerry Edie	Yam
Steve Dubridge	Suz
250 EX	
Chris Grewer	Hus
Bill Johnson	Yam
Larry Wosick	Suz
OPEN NOV	
Keith Adams	KTM
Danny O'Hare	Suz
Dennis Thompson	Mai
OPEN INT	
Kirk Sparks	Suz
Mario Musto	Mai
Keith Bontiacer	CZ
OPEN EX	
Rick Long	Yam
Dave Mythen	KTM
Rory Rundle	KTM
O.T. & VET NOV	
Gary Arnold Sr.	Yam
Gene Cogburn	Mai
Earl Rempfer	KTM
O.T. & VET EX	
Mel Hendrix	Mai
Gary Jacques	Suz
Rich Lokke	C-A

SVS MX
Sacramento, Calif.
Sept. 19, 1976
By Sallee Hilton

100 NOV	
Stan Vogel	Suz
Steve Coffey	Yam
Kevin Droivold	Suz
POWER PUFF	
Vickie DeVaughn	Yam
Marcy Lewis	Suz
125 NOV 1	
Cole Newkirk	Hon
Ralph Thomure	Kaw
Stuart Vogel	Suz
125 NOV 2	
Mario Perez	Yam
Glenn Reed	Suz
Joe Martin	Hon
125 NOV 3	
Brad George	Hon
Craig Boone	Hon
Mike Wittwer	Suz
125 NOV 4	
Kenneth Breneisen	Suz

Randy Pockrandt Hon
John Bloom Hon
125 JR
James Hill Hon
Steve Severns Hon
Tim Hebard Suz
125 EX
Don Cantaloupi Yam
Kelly Hardman Hon
Eric McKenna Hon
250 NOV 1
Pat Haberthur Hon
Shawn Aybarger Hon
Randy Thorson Suz
250 NOV 2
John Thornburg Suz
John Land Suz
Lars Ihle Bul
250 JR
Chuck Mueller Mai
Jeff Goodell Mai
Roger Eiberger Hus
250 EX
Brian Jodry Suz
Kipp Classen KTM
Eric McKenna KTM
OPEN NOV
Mike Callaway Mai
Rodney Ginn Yam
Wayne Brittain Mai
OPEN JR
Russ Crachnell Mai
Wayne Johnson Suz
Casey Berhouet Mai
OPEN EX
Pat Richter KTM
Kent Classen KTM
Jeff Shurtz Mai
MINI NOV 80cc
Greg Vlahos Yam
Patrick Piazza III Yam
Kenny Roberts Yam
MINI JR 80cc
Brad Emery Yam
Tim Rosenberg Yam
Steven Jiminez Yam
MINI EX 80cc
Cory Cantaloupi Yam
Tyson Vohland Yam
MINI NOV 100cc
Ron Belding Suz
Danny Crecilius Yam
Jeff Baxter Yam
MINI JR 100cc
DeWayne Sweet Suz
Kirk Booth Suz
MINI EX 100cc
Jimmy Robertson Suz
Shawn Callahan Yam
Jimmy Cunningham Yam
OLD TIMERS NOV
Delno Becker Sr. CZ
Fred Mozingo Suz
Bruce Neumann Hus
OLD TIMER EX
Charlie Sexton Yam
Cloyse Holland Sr. Hus

Startup MX
Startup, Wash.
Sept. 19, 1976
By Esther McAllister

OPEN PRO
Mitch Simmons Suz
Randy McAllister Mai
Dana Johnson Suz
250 PRO
Rick Benek Bul
Mitch Simmons Bul
Brian Morgan Mai
125 PRO
Duke Coleman Hon
Pat Jacobson Hon
Marc Wareham Hon
MINI "A"
Rob Manning Hon
Randy Green Yam
Donald Goodin Yam
MINI "B"
Steve Hont Yam
Darren Fownes Hon
Shane Spence Yam
100 "B"
Todd Dougliss Kaw
Mike Eyre Hon
Lucky Mertes Suz
125 "B"
Jeff McDonald Suz
Scott Buehn Hon
Tim Birke Hon
125 "B" CONSOL
Jerry Carrier Suz
Ed Knatz Yam
Ian Watson Yam
250 "B"
Greg DeMuth Bul
Jay McCaffery Hus
Brad Davison Mon
250 "B" CONSOL
Jeff Gaddy Bul
Brian Demaray Mai
Mike Hays Suz
OPEN "B"
Tony Miller Suz
Eric Olsen Bul
Lee Evenson Mai
OLDTIMERS
Don McCandless Hus
John Barker Yam
Bill Dougliss Kaw

CMC MX
Sandhill Ranch
Brentwood, Calif.
Sept. 26, 1976
By T. Houser

MINI EX
Mike Holmes Yam
MINI
Frank Hastings Hon
David Nicodemo Hon
Todd Clark Hon
100
Tom Worth Yam
100 INT
Joey Schlag Suz
125 JR
Jim Pitts Yam
Billy Leonheart Suz
Ron McClean Suz
125 INT
David Leat Hon
125 EX
Tex Collingwood Suz
250 JR
Mark Lane Hus
OPEN JR
Greg Douglas Suz
Dan O'Hare Suz
OPEN INT
John Crljenko Yam
OPEN EX
Rick Timossi Suz
VETS
Gary Jacques Suz

CMC MX
Sandhill Ranch
Brentwood, Calif.
Sept. 24, 1976
By T. Houser

MINI
David Nicodemo Hon
Frank Hastings Hon
Dennis Houser Yam
100
Kevin Droivoid Suz
Danny Clements Yam
Tom Worth Yam
125 JR I
Bill Richina Yam
Roger Meek Hon
Mike Wade Hon
125 JR II
John Pena Hon
John Handelin Suz
Brian Flinn Hon
125 INT
David Leat —
Randy Martin Hon
250/OPEN INT
Mikey Smith Suz
250 OPEN EX
Rory Rundle KTM
Rick Lewis Bul
250 JR
Mark Lane Hus
Bob Smith Bul
Billy Risner Hon
JR OPEN
Danny Souza —
Bob Collins KTM
Steve Morell Bul
MINI MONEY
Joey Schlag Hon
TROPHY DASH
John Pena Hon
VETS
Mike Collins —
Rod Brasel Suz
VETS EX
Jack Lewis Bul
OLD TIMERS
Arley Williams Bul

Las Vegas MX Club
Williams Raceway
Las Vegas, Nev.
Oct. 3, 1976

MINI NOV
David Saxton ZYZ
Nino Butterowe YZ
Gary Smith YZ
MINI BEG
Troy Hunter Yam
Lance Lovaas LMS
Neal Mallory Yam
MINI EX
Jim Krumme LMS
Paul Emerson LMS
Kevin Gashler Yam
100 EX
Todd Kutcher FMF
Casey Underwood DTP
Doug Williams RM
100 AM
Mike Newell Yam
Darren Blitsch RM
Charlie Walsh Yam
250 BEG
Rich Capri Yam
Gary Zbliski Hus
George Parrott Mai
250 NOV
Kevin Roth RM
Ben Kiykendall Yam
Billy Rogerson Yam
125 BEG
Layne Marchello Suz
R. C. Alderman Suz
Robert Bonner —
125 NOV
Mike Nichols Suz
Dennis Roth RMA
Bill Silverstein Hon
100 NOV
James Handy RM
Mike Brletic Suz
Pat Thompson Suz
125 EX
Glen Munyan DG
Jerry McKinlay Hon
Bill Seifman RM
125 AM
David McNeill RM
David Gale RMA
Dwane Woitysiak Hon
250 EX
Kenny Krumme LMS
Dean Ulve Suz
Manuel Diaz Mai
250 AM
Mario Sacomano Mai
Brian Mallory Suz
Tony LaVigne Yam
500 CLASS
Rick Biddle Mai
Henry Whipple Hus
John VanHoove Mai
OVER 30-40
Erwin Golden EGS
Floy Dunn Mai
Bobby Williams Yam

AME MX
Valencia, Calif.
Sept. 24, 1976

MINI JR
Craig Buelna Yam
Bobby Nelson Yam
Jim Busby Yam
MINI INT
Jeff Airey Yam
Sean Ryan Yam
Omar Greco Yam
POWDER PUFF
Rox Ann Dougherty Hon
Dena Silicato Yam
VET
Dick McDonald Suz
Alan Olson Suz
Wiley Seitzler —
100 BEG
Rod Robertson Suz
Bill Mooneyham Hon
Ed Borkowski Hod
100 JR
Dave Halverson Suz
B.J. Lehn Suz
Brad DeHore Hod
100 INT
Jim Crowder Yam
Jeff Kirby Suz
Craig Nielsen Suz
100 EX
Kenny Spiker Suz
John O'Mara Suz
125 BEG DIV I
Dan Lefebre Suz
Steve Vincze Hon
Mark Moser Yam
125 BEG II
Eric Graves Yam
Bill Vint Hon
Phil Molnar Suz
125 JR
Doug Spiker Hon
Dean Glasse Hon
George Capodieci Hon
125 INT
Scott Morgan Hon
Greg Boren Hon
Paul Lane Yam
125 PRO
Dean Taylor Hon
Andy Jannings Hon
Mark Boren Hon
250 BEG
Dan Bunch Oss
Russel Brown Hon
Dick Crawford Suz
250 JR
Brian Bogdanich Suz
Tom Halverson Suz
Kevin Kratz C-A
250 INT
Phil Greenlief Bul
Ben Schillaci Mai
250 PRO
Ernie Hendricks Mai
Rich Titus Mai
Jim Tassano Mai
500 BEG
Bob Kellams Bul
500 JR
Tom Klinkhammer Suz
David Rogers Suz
Jerry Beaman CZ
500 INT
Steve Kelso Mai
Ken Smith Yam
Stewart Rogers Suz
500 PRO
Dave Hensche Mai
Skeet Wyman Mai
Mike Antes Suz

AME MX
Valencia, Calif.
Sept. 26, 1976

JR CYCLE
Paul Smith Ita
Gary Szilagyi Hon
Mark Foulk Hon
JR CYCLE INT
Frankie Hunter Hon
MINI JR
Ed Eckert Yam
Mike Brown Yam
Eddie Williams Yam
MINI EX
A. J. Whiting Yam
Steve Schmitz Suz
Matt Whiting Yam
MINI INT
Erik Kehoe Yam
Ron Graves Yam
Omar Greco Yam
POWDER PUFF
Rox Ann Dougherty Hon
100 BEG
Chris Clark Yam
100 JR
Todd Clark Yam
Gary Coffey Suz
Tim Wilborn Suz
125 BEG
Chris Bercaw Suz
Russell Clutter Yam
Robert Presley Hon

OSSA
WINS

Earl Law

Gold Medal 51st I.S.D.T.

JOHNNY GURGA
New England Pro-X Series Winner of 15 motos:
9 1sts, 4 2nds, & 1 3rd

JOEL QUINN
Idaho State Champion
250 Expert – Desert

HERLUFF JOHNSON
Schyler County Nat'l. Championship Enduro,
Sept. 19th Hi-Point A

RICKY PLANK
1976 Amateur Dirt Track National Championship
Glass City, Ohio
250 TT Nat'l. Champion & 2nd overall

TIM JOHNSON
Michigan State Champion
250 B Class – 4th in 200 class

RESULTS

125 INT
Scott Curtis Yam
Jim Dodge Yam
Allen Sine Yam
125 INT
Mike Marshall Suz
Ken Willis Suz
Jim Radwick Yam
125 PRO
Bobby Jones Hon
Mike Pillar Hon
Gary Huber Hon
250 BEG
Charlie Strong Yam
Randy Hodges KTM
Mark Davis Hon
OLD TIMERS
Wiley Seitzler Suz
250 JR
Joe Blanchard Mai
Ed Rest Suz
Chuck Rubin Bul
250 INT
Curt Jensen C-A
Brad Williams KTM
Denny Waite Suz
250 PRO
Dave Haugh Mai
John Hateley KTM
Jim Tassano Mai
500 BEG
John Paul Yam
500 JR
Darryl Flake Yam
Mike Robinson Bul
Mike Maricle CZ
500 INT
Jeff Mason Mai
Steve Stasiefski Mai
Steve Kelso Mai
500 PRO
Bryar Holcomb KTM
Tom Claire Mai
Fred Hoblit Bul

SRAC A Points
Lakewood, Colo.
Sept. 26, 1976
By Action Oz

250 DIV A
Mike Meyer Hus
Mike Adams Yam
Mark Corbett C—A
500 DIV A
Bob Moore Yam
Hubert Betzen Pen
Chas. Geist —
125 DIV A
Mike Loeffler Suz
Al Firestine Yam
Jay Rice Suz
125 DIV B
Ben Eckhardt Suz
Gilbert Rojo Suz
Brian Sharp Hon
125 NOV
Randy Thorton —
John Morris Hon
Matt Stephans Hon
250 DIV B
Scott Nix Mai
Tom Frame Bul
John Drieger Kaw
250 NOV
Garry Myers C—A
Ron Sikich Bul
Doc Baldwin Bul
OPEN DIV B
Mark Beninga Mai
Wayne Kieselbach Suz
Richard Tanner Mai
OPEN NOV
Edward Dobbs —
Vaughn Rubick Yam
Kevin Ratzell Yam
MINIS
A:
Ted Loeffler Hon
Mark Gross —
Eric Preuss Yam
NOV:
Glen Sharp Hon

Las Vegas MX
Las Vegas, Nev.
Sept. 26, 1976

MINI NOV
Keith Underwood Yz
Steve Abbott Yam
David Saxton Zy
MINI BEG & 60's
Joe Sandbakken Ind
John Mueller Ind
Ronnie Ransey Yz
MINI AM
Neal Mallory Yam
Scott Underwood Yz
Arthur DeLeon Yz
MINI EX
Marv Chapman LMS
Rick Herbert Yam
Kevin Gashler Yam
100 EX
Todd Kutcher Hon
Casey Underwood Yam
Cal Wachtel Rm
100 AM
Doug Williams Rm
Mike Newell Yam
James Tobin Rm
100 NOV
Steve McLaughlin Yam
Curtis Walker, Jr. Dg
Mike Brletic Suz
OVER 30—40
Floyd Dunn Mai
Erwin Golden EGS
Bob Johns Hus
125 NOV
Mike Nichols Suz
Dennis Roth Suz
Steve Gault Rm
125 BEG
David McDonald Hon
Frand Badgett Suz
RC Alderman Suz
125 EX
Jerry McKinlay Hon
Glen Munyan DG
Dean Ulve —
125 MA
David Gale RMA
David McNeill RMA
Mike Newell Hon
250 EX
Mel Chapman Mai
Kenny Krumme LMS
Chuck Rush Bul

250 AM
Mario Sacomano Mai
Dave Sullins Suz
Bobby Williams, Jr. Cz
500 EX
Mel Chapman Mai
John Van Hoove Mai
Ed Price Suz

AME 2nd Annual Vets National MX
Valencia, Calif.
Sept. 26, 1976

500 BEG
Robert Lee Suz
Jim Feldman Hus
Herb Roudabush —
500 NOV
Josef Jacobsen Suz
Ron Howell Hus
John Schroeder KTM
OLD TIMERS ASSOC.
MASTERS
Blackie Lewis Mai
Marvin Olson Mai
Don Carey Oss
OLD TIMERS ASSOC.
EX
G. Hutchinson Mai
Ed Scheidler Yam
Dick Erickson Hus
OVER THE HILL GANG
BEG
Decomposed Dan
Droopy Dick
OVER THE HILL GANG
NOV
Redneck Rex
Gobbler George
Rickety Rick
OVER THE HILL GANG
INT
Tinkle Tom
Nauseous Norm
Grubby Gary
OVER THE HILL GANG
AM
Muff Max
Delicate Dennis
Gosey Gary
250 EX
Alan Olson Suz
Jim O'Neall Suz
Ron Gibson Kaw
250 AM
Jess McIntosh Yam
Don Carey Oss
Mike Rehorn Hus
250 BEG
Mike Day Bul
Robin Higson Yam
250 NOV
James Henry Bul
Jim Learnihan Oss
Wiley Seitzler Suz
OLD TIMERS NOV
Darwin Senser Yam
Everette —
Kidd Coffman Yam
OLD TIMERS AM
John Seler Yam
Pat Terlizzi Mai
Gerry Steiner —
4-STROKE
Don Young Yam
Steve Pobjoy Yam
Eddie Fish Yam
500 EX
Larry Shoemaker Yam
Jim O'Neal Suz
John Maroney Mai
500 AM
Dick Yeats Mai
Ray Marshall Suz
Jerry Warner Yam
PIT TOOTSIE
OVER 30
Lady Flippin Hus
Lola Fish Yam
Susan Davison —
PIT TOOTSIE
UNDER 30
Kim Brown Hon
Jeanne Young Mai
Pat Holland Hon
125 BEG
Cecil Martinez Yam
Cliff Hughes Hon
Robert Klatt Hon
125 EX
Alan Olson Suz
Steve Oglesby Yam
Malcom M. Easy Suz
125 AM
Gary Phillips Suz
Herb Townsend Yam
125 NOV
Walt Bird Hon
Asker Larnkjaer Suz
Bill Burkhart Yam

AME MX
Valencia, Calif.
Oct. 1, 1976

PEE WEE BEG
Jimmy Malott Ind
PEE WEE JR
Kami Stiles Ind
Carl Tignino Ind
Ray Swearinger M-V
PEE WEE MOD/EX
Randy Reily Ind
JR CY BEG
Larry Turner Hon
Scott Davis Ita
JR CY JR
Mike Kiedrowki Ind
Michael Knapp Ita
Eddie Hicks Hon
JR CY EX
Tim Tomaselli Ita
Paul Denis Ind
Paul Smith Ita
83cc BEG 9-11 YRS
Pat Walsch Yam
Jeff Wingate Yam
Larry Brooks Yam
83cc JR 9-11 YRS
Tran Ellis Hon
Russell Wolff Hon
Jack Greenberg Yam
83cc BEG 12 & OVER
Richard Hooper Yam
Rhett Winchell Yam
Joe DiBernardo Hon
83cc JR 12 & OVER
Andy Meszaros Yam
Tom Wilson Yam

Ray Neff Hon
83cc INT
Doug Gentry Yam
Mark Tomaselli Yam
Sean Ryan Yam
83cc EX 12 & OVER
Scott Grose Yam

AME MX
Valencia, Calif.
Oct. 1, 1976

MINI JR
Todd Broussard Yam
Nick Athans Yam
Shawn Little Yam
MINI INT
Tim Smith Yam
Erik Kehoe Yam
Don Best Yam
POWDER PUFF
Rox Ann Dougherty Hon
VET
Richard Alexander Mai
100 BEG
Dave Evans Suz
Chris Clark Yam
Ed Herrer Hod
MINI EX
A.J. Whiting AJR
David Baker Yam
George Curnutt Yam
100 JR
Bruce Eilery Yam
100 EX
John O'Mara Suz
Loren White Yam
Mike Nance Suz
125 BEG DIV I
Bob Spaulding Suz
Steve Vincze Hon
Mark Parkinson Suz
125 BEG DIV II
Rich Thomas Suz
Whitney Williams Suz
Mike Morrow Yam
125 JR
Rick Guilmette Suz
Steve Clark Suz
Craig McConnachie Yam
125 INT
Jeff Johnson Hon
Paul Lane Yam
Greg Boren Hon
125 PRO
Willy Simons FMF
Bob Kline Hon
Andy Jannings Hon
250 BEG
Corbin Lambert Oss
Dan Bunch Oss
Dan Newholm Yam
250 JR
Tom Halverson Suz
David Graham Suz
Norm Neuman Suz
250 INT
John Levett Bul
Ben Schillaci Mai
250 PRO
Kurt Bledsoe Suz
Jim Tassano Mai
500 BEG
Mark Cole Mai
John Jensen CZ
500 JR
Tom Koinkhammer Suz
Dennis Warner Yam
500 INT
Jim Burke Yam
Steve Kelso Mai
500 PRO
Skeet Wyman Mai
Andy Jannings Mai
Mike Antes Suz
SIDECARS
Skeet Holland/
George Harris Yam
John Palfreyman/
Joe Gardner Nor/Was
Loren Immken/
Mike Nelson Yam

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Spokebenders Boda Bag Hare Scrambles trophies now available at Charlie's Raceway Cycle, 8063 Bolsa Ave. Midway City, Calif. (714) 897-1322, (40/4x)

Last Chance trophy pick up for DESERT VIPERS M/C and CHECKPOINT M/C EUROPEAN Scrambles at Desert Viper Hare Scrambles Oct. 17—Sogge Dry Lake. (714) 897-7887. (38/4x)

CRC MX De Anza
Sunnymead, Calif.
Sept. 26, 1976
By Mary Majerle

MINI BEG
Chuck Greeson Yam
Pete Meshkoff Yam
Kevin Farris Yam

MINI NOV
Joe Morris Yam
Rick Jackson Hon
Karl Johnson Yam
MINI EXP
Kavin Bowden Yam
100 NOV
Danny Fuller Hon
Paul Schreffler Yam
100 BEG
Don Hanson Suz
Jim Hanson Suz
205 EX
Greg Stone Yam
Keith Patten Bul
Steve Cedergren Suz
OPEN EX
George Luther Yam
250 INT
Jeff Feinberg Mai
Jon Friesen Suz
Mike Leclair Suz
OPEN INT
David Aleman Suz
250 BEG
Mike Meshkoff Yam
Walt Olson Suz
Alan Mc Cord Suz
OPEN BEG
Timothy Kane Yam
Charles Brown Yam
David Boyd Yam
250 NOV
Dow Glover Yam
Kevin Olson Suz
John Wilson Yam
OPEN NOV
John Myerscough Yam
Greg Hope Bul
125 BEG
Bill Metzger Yam
R. Fornshell Yam
Chris Fuller Hon
125 NOV
Butch Roberts Yam
Lloyd Hilton Yam
Joe Mc Manis Suz
125 INT
Jack Murchall Suz
Danny Burtt Yam
Gary Bowden Hon
125 EX
Clint Carman Hon
Scott Sheedy Hon
Brian Myercough Yam

Old Timers MX
Indian Dunes MX Park
Valencia, Calif.
Oct. 3, 1976
By O.T. Dal

MASTERS
Marvin Olson Mai
Norb Brown Mai
Spike Duncan Suz
EX
Al Dennler Mai
Dick Frampton Bul
Doug Archibald Mai
AM
Fred Maynard Mai
J.R. Trons Hon
Boyce Williams —
NOV
Darwin Zenser Yam
Kid Coffman Yam
Howard Zimmerman Bul

Oak Hill MX
Alvord, TX
Sept. 12, 1976

MINI NOV
Bryan Abernathy
David Wilson
Calvin Ollison
MINI INT
Darin Eames
Gary Graham
Clint McCann
OVER30
Dudley Gage
Dennis Baker
Robert Davis
100
Barry McClish
Mike Medley
Mark Edwards
125 NOV
Randy Wallace
Patrick Varley
Larry Crenshaw
250 NOV
Joe Clifton
Charles Gunn
Willie Turlington
125 INT
Jackie Willis
Kevin Hawk
Ricky Ivy
125 SR
Mike Jones
Danny Doss
Ruben Alanzo
250 INT
Mike Brownies
Tonny Jernigan
Pat McGraw
250 SR
Bobby Pickard
Dennis Bishop
Jim Litterer
OPEN INT
Don Crook
Dickie Clement
John Storrie
OPEN SR
Bobby Pickard
Joey Skinner
Robbie Blackman

Oak Hill MX
Alvord, TX
Sept. 26, 1976

MINI NOV
Mark Kinder
David Nelson
Richie Stanfer
MINI INT
Clint McCann
Troy Rogers
Mark Mossley
OVER 30
Tom Hollister
L.D. Riddle
Dennis Baker

100
Steve Pendergraft
Mike Cupito
Mark Edwards
125 NOV
Troy Rogers
Wayne Ratliff
Randy Chambers
125 INT
Jackie Willis
Ricky Prailey
Rick Ivy
250 NOV
Eddie Nelson
Joe Carolan
Kenny Brown
250 INT
Marvin Saunders
Steve Sheffield
John Robertson
OPEN INT
Joey Skinner
Willie Turlington
Miles McMillen

SRA Speedway
San Bernardino, Calif.
Sept. 29, 1976
By Rex Reese

TRACK CHAMPIONSHIP
Bruce Penhall 15
Bill Cody 13
Alan Christian 13
Gene Woods 11
Larry Shaw 10
Dubb Ferrell 9
Jim Fishback 8
Bob Schwartz &
Mark Cherry 7
Rick Woods 6
Randy Marsh 6
Ron Preston 6
Jeff Sexton 5
Dennis Sigalos 3
Wayne Lewis 1
Dan Becker 0
SECOND DIV. MAIN
Dewey —

SRA Speedway
Irwindale, Calif.
Sept. 30, 1976
By Rex Reese

TRACK CHAMPIONSHIP
Mike Bast 15
Bruce Penhall 12
Alan Christian 11
Steve Nutter 10

Dubb Ferrell 9
Scott Sivadge 9
Jeff Sexton 9
Sonny Nutter 7
Bob Schwartz 6
Gene Woods 5
Bill Cody 5
Larry Shaw 5
Ron Preston 5
Mark Cherry 4
Randy Marsh 4
Jim Fishback 4

Cycle Haven MX
Long Beach, Calif.
Sept. 26, 1976
By Bruce Ziegler

MIN DIV I
Bob Cumming Hon
Raymond Lyon Yam
Raymondd Hernandez Hon
MINI DIV II
Gordon Ward Yam
Bob Morales Hon
Michael Castro Yam
100 BEG
Mike Nishita Yam
Kevin Scofield Hod
Terrell Thruston Yam
100 JR
Rick Sauers Yam
Raymond Simpson Yam
Bryan Jordan FMF
125 BEG DIV I
Gary Arnold Hon
Richardd Asa Hon
Louie Hernandez Hon
125 BEG DIV II
Ken Eldridge Kaw
Dave Harris Yam
Randy Enger Hon
125 JR
Terry Samudio Yam
Mark Iwakiri Hon
Daniel Ruesch Yam
250 BEG
Allan Kent Hon
James Comstock Hon
Gary Corley Hon
250 JR
David Messimer Suz
Ronald Kopke Mai
Tim Watanabe Suz
OPEN CLASS
Gordon Ward Suz
Jon Glaubitz Bul
Edward Hartman Suz
PRO CLASS
Michael Cook Bul
Jon Clark Yam
Daniel BrantmanMai

Nat'l. Amateur Hillclimb Ch. Everett, Pa.
September 4-5, 1976

100cc Class

Pos.	Name	Machine	Time
1.	Hugh McFadden	Yam	11.29
2.	Denise Schmidt	Yam	11.81
3.	Michael Smith	Yam	12.99
4.	Robert Carlson	Kaw	13.53
5.	Kevin Keese	Yam	14.73

125cc Class

Pos.	Name	Machine	Time
1.	William Chura	Yam	10.21
2.	Richard Reeves	Yam	10.28
3.	Tony Hall	Yam	10.42
4.	Steve Howard	Suz	10.53
5.	Ralph Freeman	Oss	11.23

200cc Class

Pos.	Name	Machine	Time
1.	Tim Rickey	Yam	9.96
2.	Robert McFadden	Bul	10.24
3.	David M. Jones	Bul	10.31
4.	Maris Masengill	Bul	10.52
5.	Harlow Moyer	Bul	10.68

250cc Class

Pos.	Name	Machine	Time
1.	Bill Greaver	Yam	9.46
2.	Robert Wilcox	Kaw	9.89
3.	Kevin Tilson	Bul	10.00
4.	Robert Shriener	Mon	10.03
5.	Matthew Papinchak	Hon	10.05

370cc Class

Pos.	Name	Machine	Time
1.	Glenn Ingold	Bul	9.06
2.	Harlan Diem	PDV	9.21
3.	Donald Naugle	Hon	9.25
4.	John Haynes	Bul	9.30
5.	Joe Pinsonnault	Kaw	9.37

500cc Class

Pos.	Name	Machine	Time
1.	Harry Schreiber	Yam	8.91
2.	William Schmidt	Yam	9.15
3.	John Roberts	Yam	9.18
4.	Mark Clark	Kaw	9.21
5.	Morgan Rickey	Yam	9.34

Open Class

Pos.	Name	Machine	Time
1.	Gary Waddell	Tri	8.57
2.	David McCutcheon	Tri	8.69
3.	Duane Pinsonnault	Kaw	8.96
4.	John Fogarty	H-D	9.11
5.	Paul Porter	Hon	9.14

Racing World MX
Escape Country
Trabuco Cyn., Calif.
Oct. 3, 1976

SM 1st DAY	
Bobby Doty	Hon
Bret Johnson	Hon
Rob Moser	Hon
SM BEG	
Ricky Blair	Yam
Jaycen Zuirbulis	Yam
SM NOV	
Ken Campbell	Yam
Scott Aldridge	Yam
SM INT	
Adam Renteria	R&D
SM EX	
Bobby McGregor	Yam
100 1st DAY	
Bill Grisham	Hod
100 BEG	
Rick Sayers	Yam
Harry West	Yam
Jim Ervin Jr.	Suz
100 NOV	
Dave Chandler	Yam
Pat Kehoe	Hon
125 1st DAY	
Mark Workman	Suz
Gary Dudley	Pen
Bob Schmahl	Hon
125 BEG	
Scott Williams	Yam
Dennis Cole	Yam
Larry Earhart	Yam
125 NOV	
Tim Oliver	Suz
Russell Montano	Suz
Chuck Okimoto	Hon
125 INT	
Chris Fortier	Hon
250 1st DAY	
Dave Aroues	Suz
Lawrence Basile	Hus
250 BEG	
Randy Valles	Suz
Ed Evans	Yam
250 NOV	
Steve Childress	Suz
John Criswell	Suz
Gary Pollitt	CZ
250 INT	
Gary Hoffman	Suz
Jeff Lysdale	Suz
OPEN 1st DAY	
Mike Zeltner	Suz
OPEN BEG	
Kevin Kloehn	KTM
Earl Frederick	Suz
PRO CLASSES	
100 EX	
Lance Moorewood	—
125 EX	
David Williams	Suz
Gregg Toyama	FMF
Lance Moorewood	—
250 EX	
Ron Tebbs	Kaw
Tom Cross	Suz
Rick Bland	Mai
OPEN EX	
Rick Sanders	Pen
Mike Brown	Suz

CRC TT & Half Mile
Adelanto, Calif.
Oct. 3, 1976
By Elaine Jones

TT	
MINI	
Danny Perez	Yam
Rick Blankenshiip	Yam
Chuck Bittle	Yam
125cc NOV	
Keith Bradford	Hon
Starr Kimpston	Suz
Bob Sears	Suz
125cc AM	
Jeff Johnson	Yam
Jeff Moon	Yam
250cc NOV	
Rick Blankenship	Yam
Mike Hill	Oss
Chuck Bittle	Yam
OPEN NOV	
Larry Blum	Bul
Greg Koenig	Suz
Mike Roach	CZ
OPEN NOV	
R. Bullard	Tri
Rocket Man	Tri
Neal Burns	Tri
OPEN AM/EX	
Mike Laney	Yam
Pat Dobbins	Tri
Lonnie Martin	Tri
HALF MILE	
MINI	
Danny Perez	Yam
Roger Thompson	Yam
Matt Moon	Yam
125cc NOV	
Rick Blankenship	Yam
Keith Bradford	Hon
Brian Bradford	Kaw
125cc AM	
Jeff Moon	Yam
Jeff Johnson	Yam
OPEN NOV	
John Perez	Yam
Mike Roach	CZ
Larry Blum	Bul
OPEN AM/EX	
Lonnie Martin	Tri
Mike Laney	Yam
Shawn Leopold	Hon

AME Mini MX
Valencia, Calif.
Sept. 24, 1976

PEE WEE BEG	
Warren Provost	Ind
PEE WEE JR	
Kami Stiles	Ind
PEE WEE MOD EX-	
Randy Moody	Ind
JR CYCLE BEG	
Larry Turner	Hon
Scott Davis	Ita
JR CYCLE JR	
Gary Szilagyi	Hon
Jaime Pena	Hon
Eddie Hicks	Hon
JR CYCLE JR	
Paul Smith	Ita
Mike Kiedrowski	Ind
Frankie Armendariz	Hon
JR CYCLE INT	
Paul Denis	Ind
Frankie Hunter	Hon
83 BEG 9-11 YRS	
Jey Sapp	Yam
Larry Brooks	Yam
Randy Johnson	Yam
83 BEG 9-11 YRS	
Jay Rey	Yam
Jeff Illingsworth	Yam
Patrick Walsh	Yam
83 BEG 12 +	
Jimmy Horosny	Hon
Twiggi Sanders	Hon
Barry Walton	Hon
83 BEG 12 +	
Tom Wilson	Yam
Peter Stawick	Yam
Rhett Winchell	Yam
83cc JR	
Nick Athans	Yam
Andy Meszaros	Yam
Brav Ellis	Yam

R.A.C.E. Night MX
Corona, Calif.
Oct. 1, 1976
By The Tube

MINI BEG	
Allen Lucas	Yam
Ryan Eide	E-Go
Scott Paschal	Yam
MINI NOV	
Ken Campbell	Yam
Tim Hines	Yam
Kevin Wood	Yam
MINI ADV	
Donny Berry	Yam
Mike Word	Hon
Sam Storer	Yam
100 BEG	
Randy Snyder	Suz
Wm. Nielson	Yam
Tim Foster	Hod
100 NOV	
Bart Onasch	Hon
Tony Apodaca	Suz
John Mendola	Hon
125 BEG	
Ed Gettis	Yam
Kevin Andrews	Hon
Wade Hodge	Hon
125 NOV	
Ladell Eide	B&N
Mark Branch	Suz
Jon Gosney	Hon
125 INT	
Phil Thorstenson	Hon
Greg Sheets	Hon
Terri Bender	Hon
125 PRO	
Tim Hoover	Yam
Jim Lawson	Yam
Leonard Bishop	Hon
250 BEG	
Jeff Hill	Kaw
Bill Cox	Yam
John Castro	Suz
250 INT	
Kim Palmer	Suz
Danny Dial	Suz
Todd Hodd	Yam
250 NOV	
Charlie Guinn	Hon
David Elliott	Suz
G. Johnston	Yam
250 PRO	
Jim Hoover	Suz
Jim Latendresse	Suz
Tom Karos	CZ
500 NOV	
Ray Hill	Kaw
H. Halldorson	CZ
Gordon Ward	Suz
500 INT	
Mark Rawley	CZ
Brian Tolson	Bul
Jim Turner	Yam
500 PRO	
Chuck Pettigrew	Mai
Ray Obermeyer	Hus

AME 2nd Annual Vets Nationals MX
Overall Winners
Valencia, Calif.
Sept. 26, 1976

500 BEG	
Robert Lee	Suz
500 NOV	
Gerry Steiner	Mai
250 EX	
Jim O'Neal	Mia
250 AM	
Mike Rehorn	Hus
250 BEG	
Robin Higson	Yam
250 NOV	
James Henry	Bul
125 BEG	
Cecil Martinez	Yam
125 NOV	
Walt Bird	Hon
125 EX	
Alan Olson	Suz
500 AM	
Dick Yeats	Mai
500 EX	
Jim O'Neal	Suz
4—STROKE	
Don Young	Yam

C.A.T. Trials
Mudder No. 3
Phoeniz, Az.
Sept. 19, 1976

EXPERT	
Randy Clark	Suz
Tom Foy	Kaw
David Clark	Yam
AM	
John Ruggles	Yam
Gary Deweese	Bul
David Deweese	Bul
NOV	
Tom Fox	Yam
Steve Bigler	Suz
Babe Sarver	Hon
SR	
Dick Allen	Yam
John Foy	Mon
Cal Miller	Yam
BEG A	
Robert Essary	Hon
Bobby Smith	Yam
Marilyn Ruggles	Yam
BEG B	
Andy Karaba	Oss
Arlene Sarver	Yam
Chris Crooker	Bul

D-37 Check Chase H & H
Parker, Ariz.
Oct. 9, 1976
By Dale Brown

OPEN EX	
Tom Brooks	KTM
Mitch Mayes	Hus
Bob Balentine	KTM
OPEN AM	
Don Wallingsford	Yam
Ron Hill	Hus
Craig Harris	Hus
OPEN NOV	
Scott Child	Yam
Dick Butterfield	Hus
Jim Smith	Yam
250 EX	
Bob Rutten	Hus
Brent Wallingsford	Hus
Tom Kelly	KTM
250 AM	
Mike Cole	Hus
Kirk Kontilis	Hus
Don Louis	Hus
250 NOV	
Dave Albano	Yam
Lester Stiffler	—
Gary Anindson	Yam
175 EX	
Max Eddy	KTM
Mitch Payton	Hus
Bill Friant	Yam
175 AM	
Bob West	Oss
Chuck Bollinger	Yam
John Terrant	Yam
175 NOV	
Tom Franz	Bul
"HTL" Peart	Suz
Bill Bryan	C-A
100 EX	
Joe Lockhart	Yam
Mike Matlock	LTY
Rusty Blake	Yam
100 AM	
Frank Thomas III	Yam
Roland McFadden	Yam
John Jones	Yam
100 NOV	
Rod Busse	Yam
Torsten Corum	Yam
WOMEN'S DIV	
EX	
Dawn Grant	Hus
AM	
Leslie Klug	Hon
June Elias	Yam
Lisa Christenson	Yam
NOV	
Jolene Payne	Yam
SENIOR	
OPEN EX	
Gus Paull	Yam
Bruce Lewellyn	Yam
Art Knapp	Hus
250 EX	
Jack Froelich	Yam
Earl Roeseler	Hus
175 EX	
Rod Lundstrom	KTM
100 EX	
Willie Eveland	Yam
OPEN AM	
Bill Stewart	Yam
250 AM	
C.V. Greene	H-D
175 AM	
Bob Webb	Yam
OPEN NOV	
Bob Delliplanine	Yam
250 NOV	
Howard Markham	Hon
100 NOV	
Chalmer Davidson	Hod
BEG	
Chris Rodgers	Bul
Scott Atchison	Yam
Bill Howell	Hon
SIDEHACK	
Russ Whitney/ J.T. Whitney	Nor

SRA Best Pairs Championship
Costa Mesa, Calif.
Oct. 1, 1976
By Dennis Greene

1st Bakersfield	
Dubb Ferrell	22
Jeff Sexton	11
2nd Irwindale	
Mike Bast	16
Bruce Penhall	13
3rd Ventura	
Sonny Nutter	12
Bobby Schwartz	11
Scott Sivadge	1
4th Costa Mesa	
Alan Christian	13
Billy Cody	7
5th San Bernardino	
Jim Fishback	9
Larry Shaw	3
Mark Cherry	2

Perris ST
Perris Raceway
Perris, Calif.
Oct. 2, 1976
By Dol

SHORT TRACK	
100/125	
Kirk Johnson	Hon
Dan Moore	Kaw
Mike Sharp	Yam
250 NOV	
Kirk Johnson	Yam
Robert Neely	KTM
Randy Miller	Kaw
OPEN NOV	
Chris Haines	Yam
Dave Boyd	Yam
Tim Gomez	Hus
OPEN NOV	
Jim Wood	Bul
Greg Belait	Yam
Steve Rose	Yam
OPEN A/E	
Jim Fishback	Yam
Dusty Mudd	Bul
Jeff North	Cz
TT	
100/125	
Kirk Johnson	Hon
Bruce Heiland	Yam
Tracy Smith	Yam
250 A/E	
Kirk Johnson	Yam
Tom Clark	Bul
Randy Miller	Kaw
OPEN NOV	
Dave Boyd	Yam
Dennis Pinheiro	Suz
Tim Gomez	Yam
OPEN NOV	
Jim Wood	Bul
Dave Jones	Yam
Ward McKee	Kaw
OPEN A/E	
Dusty Mudd	Bul
Jime Fishback	Yam
Chris Haines	Yam

AMC MX
Saddleback Park
Orange, Calif.
Oct. 10, 1976
By Danny Raymond

125 PRO	
Dave Taylor	Suz
Broc Glover	Yam
Bruce McDougal	Hon
OPEN PRO	
Bob Elliott	Suz
Marty Moates	KTM
Scott Gillman	Yam
250 PRO	
Bob Elliott	Suz
Greg Robertson	Oss
John Smith	Suz
100 EX	
Gregg Toyama	FMF
Randy Skinner	Hon
Brad Dutoit	Hon
MINI EX	
Jim Holley	Yam
Bryon Antonacci	Yam
Darel Francis	Yam
OPEN BEG	
Steve Slane	Yam
OLD TIMER	
Ton Mandeville	Hus
OPEN JR	
Paul J. Knatt	Cz
Tim Curtis	Hus
OPEN INT	
Mark Van Camp	Mai
Mark Lauzon	Suz
Art Mclain	Cz
250 INT	
Kelly Saulie	Mai
Ted Vanden Raadt	Hon
Bob Cochran	C-A
125 INT	
Tony Gomez	M-M
Dave Burgers	FMF
Dave Raymond	Hon
250 JR	
Matt Tedder	KTM
Rob Evans	Oss
Dean Adkins	KTM
125 JR	
Robert Green	DG
Steve Arnold	Suz
Jay Marcell	Kaw
100 BEG	
Rick Owens	Suz
100 JR	
Jody Weisel	Suz
Chris Parker	Suz
Ty Hanway	Suz
100 INT	
Rick Davis	Hon
125 BEG	
Bryan Holdren	Hon
Gene Van Dyke	Yam
Brian Allen	Suz
250 BEG	
Dave Arroges	Yam
Richard Bruer	Yam
T.D. Walker	Suz
MINI BEG	
Troy Drake	Yam
Mark Toyama	Yam
MINI INT	
Bobby Doyle	Yam
Sam Storer	Yam

CMC MX
Carlsbad, Calif.
Oct. 10, 1976
By Patti Trotter

MINI EX	
Mike Toycen	RR
Gary Tomlen	LBH
Rick Atkins	FMF
MINI JR	
Greg McConnell	Yam
Victor Padilla	Hon
100 JR	
Pat Worley	PCS
Pat Taylor	Hod
500 PRO	
Jeff Foland	KTM
Dan Steele	Suz
Val Tamietti	Mai
500 INT	
David Biddlecombe	Suz
Keith Petrangelo	CCM
Clint Smith	Mai
500 JR	
David Metje	Suz
Milton Shadoan	Bul
John Miley	Mai
WOMEN PRO	
Sue Fish	Yam
Janene Turton	Bul
Lori Watson	Yam
250 PRO	
Scott Montgomery	MM
Val Tamietti	Mai
Jim Martin	CZ
250 INT	
Ken Nannenhorn	KTM
Gary Trusdill	Suz
Doug Southward	Suz
WOMEN SPTS PERSONS	
Carey Steiner	Hon
Gale Webb	Hon
250 JR	
Marc Halliburton	KTM
Jeff Bishop	CZ
Lloyd Woodring	Suz
125 PRO	
Jeff Tomlin	LEH
Gereld Stewart	Yam
Butch Darling	Hon
125 INT	
Joe Padilla	Hon
Joel Moore	Hon
Steve Carson	Hon
125 JR DIV I	
Ray Summers	Yam
Scott Anderson	Yam
Steve Haney	Yam
125 JR DIV II	
Tim Devliin	Hon
Yves Halliburton	Fra
Mike ShadoanSuz	

CMC/ABC/Bell MX
Saddleback Park, Calif.
Oct. 3, 1976
By Patti Trotter

MINI EX	
Scott Burnworth	Suz
Reid Barnt	Bar
Rick Atkins	FMF
MINI JR	
Mark Schones	Yam
Ed Gieselman	Yam
John Galea	Yam
100 JR	
Keith Doege	Suz
Byron Barr	Hon
Ted Hoyt	Yam
125 INT	
Kevin Harlow	Dg
Mike Loper	Dg
Randy Skinner	Hon
125 JR	
Keith Doege	Suz
Mike Bennett	MM
Robert Broguiere	Dg
250 INT	
Ken Morgan	Suz
Steven Pigage	Yam
Dean Jocic	Mai
250 JR	
Marc Halliburton	KTM
David Fisher	Kaw
Gary Gonzales	Mai
500 INT	
Mark Van Camp	Mai
Steve Stasiefski	Mai
Tim Sarian	Mai
500 JR	
Bruce Bridgham	Cz
Steve Kerr	Cz
Steve Galea	KTM

Las Vegas MX
Las Vegas, Nev.
Sept. 19, 1976

MINI NOV	
Greg Jones	Yam
Gary Smith	Yz
David Saxton	Yz
MINI AM	
Todd Hunter	Yz
Lance Lovaas	LMS
Arthur Deleon	Yam
MINI EX	
Jim Krumme	LMS
Rick Herbert	Yam
Marv Chapman	Yam
100 EX	
Todd Hunter	Hon
Cal Wachtel	Suz
Keith Watson	Yam
100 AM	
Charlie Walsh	Yam
Doug Williams	Rm
100 NOV	
Scott Berger	Suz
Pat Thompson	Suz
Mike Manus	Suz
OVER 30—40	
Floyd Dunn	Mai
Erwin Golden	EGS
John Vanhoove	Mai
125 NOV	
Bill Silverstein	Hon
Darryl Plumleigh	Mon
Kelly Frost	Suz
125 BEG	
Randy Honeycutt	Yam
David McDonald	Hon
Tony Allred	Suz
125 EX	
Jerry McKinlay	Hon
Glen Munyan	Dg
Tim Bowman	Rm
125 AM	
David Thomsen	Hon
Jim Broughton	Yam
Scobby O'Neal	Hon
250 EX	
Kenny Krumme	LMS
Manuel Diaz	Mai
Art Lanier	Rm
250 AM	
Mario Sacomano	Mai
Marv Chapman	Mai
Kelly Downing	Rm
250 NOV	
Ricki Gibbs	Yam
Kevin Roth	Rm
500 NOV	
Henry Brown	Hus
Wayne Cronister	Suz
500 AM/EX	
Rick Biddle	Mai
John Vanhoove	Mai
Troy Randolph	Hus

Nacona Hillclimb
Nacona, Tx.
Sept. 26, 1976
By Diane Polley

125	
Sunny Holmes	Hon
Bobby Dahl	Hon
Mike Polley	Yam
200	
Sunny Holmes	Bul
Bobby Herrell	H-D
Jerry Herrell	H-D
350	
Cleve Martin	Bul
Sunny Holmes	Bul
Duffy Douglas	Yam
OPEN	
Duffy Douglas	Yam
Tom Hairston	Tri
Henry Polley	Tri

WTTA Trials
Big Springs, Tx.
Sept. 26, 1976
By Travis Hunter

EX	
Mark Webb	Bul
Chuck McMellon	Bul
AM	
Bobby Chase	Yam
Bill Hembree	Bul
Adrion Brown	Bul
NOV	
Mike Caskey	Yam
Travis Hunter	Bul
Roger Sankey	Suz
ENDURO	
Bobby Savelace	Bul
Alton Rae	Yam
Jimmy Lindsey	Yam
MINI	
Ralph Clarke	Yam
Steven Hetzel	Yam
Steve Cherryhames	Yam

Racing World MX
Escape Country
Trabuco Cyn., Calif.
Sept. 18, 1976

SM BEG	
Gary Adams	Hon
SM NOV	
Chip Voge	Yam
SM INT	
Norman Nilsson	Hon
SM EX	
Gregg Waldrup	Yam
100 1st DAY	
Mike Kloehn	Suz
100 BEG	
Jim Ervin, Jr.	Suz
100 NOV	
Al Metzger	Yam
125 1st DAY	
Phil Schiller	Hon
John Whiteley	Suz
Skipper Kelly	Hon
125 BEG	
Bob Hicks	Yam
125 NOV	
Greg Wagner	Hon
250 BEG	
Tom Norman	Hus
250 NOV	
Don Glover	Yam
250 INT	
Eddie Embry	—
OPEN 1st DAY	
Dave Deskovick	Yam
OPEN NOV	
Kevin Koehn	KTM
BACKWARDS HOOLIGAN	
HEAVYWEIGHT	
Tom Cross	Suz
LIGHTWEIGHT	
Mike Auer	Hon

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CENTRAL PIPELINE

Hubert Betzen (37) goes down in the Colorado tapioca while Jack Todd (4) tries to find some traction.

Mark Corbett (8) in the process of chucking his goggles during 250 action.

PHOTOS BY ACTION OZ

SRAC points MX

By Action Oz

LAKEWOOD, COLO., SEPT. 26

Ever tried racing on grease? The mini bikers tried and passed; that's the kind of conditions that presented themselves both to the Lakewood Sportcycle Club and the crossers who showed up in a downpour this race day morn. A surprising number of riders did show up and in the larger bore classes some good motos did come off. Needless to say – no dust.

The program got under way with the Open Novice class coming off the line into the first left hander and down went the first three riders gumming the mud. They all got restarted OK and eventually finished this moto. Ed Dobbs put good enough finishes together to take the overall with Vaughn Rubick (Yam) picking up the second over-all. Kevin Ratzell finished a close third on his Yamahauler. Mark Beninga (Mai) handled his Open B machine to a first overall in this class with Wayne Kieselbach (Suz) doing it for second. Richard Tanner (Mai) slid to third over-all.

The Open A class saw Bob Moore take his Vickery Yamaha thru' the slick the best and continue his lead in the Open A points race. SRAC referee Hubert Betzen (Pen) rode a fine mudder for second over-all Charles Geist (Yam) managed to slip in for third. Next up, 250 Novices. Did they have a ball coming off the loose line. Five riders down and the rest slipped away. Gary Myers (CA) rode well enough to do it for first over-all while Ron Sikich (Bul) plowed in for second and Doc Baldwin (Bul) greased it in for third.

The 250B's had a bogging good time and saw Scott Nix (Mai) graduate from B rider to A rider with his first over-all after a muddy good moto. Tom Frame did a super good job on his Bul to take second over-all. John Drieger (Kaw) did it for third. The 250A race was anybody's mud pie. Mike Meyer (Hus) got the mud gods nod to do it while Mike Adams (Yam) wallowed into 2nd. Mark Corbett picked some different lines to clinch a shaky 3rd.

Mike Loeffler proved to all and sundry that he and his Suz were the ones to beat in the 125A race. Mike put together two rides that were mudriffic for first over-all. Al Firestine picked up a second to continue his points lead for the year. Jay Rice rode very well to rocky rail his way for third over-all. The 125B boys say Ben Eckhardt (Suz) do it consistently for the first while Gil Rojo (Suz) picked up second and Brian Sharp was just that for third. •

Results in results section.

Duffy goes down at Rio Bravo

By Mark Knowles

HOUSTON,TEXAS, SEPT. 19

Local racing in the Houston area seems to have peaked out with the fall schoolseason in full swing and today was no exception as the races dragged out to nearly dark.

The usually action packed 125 Expert class seemed more like a beginner's Novice class as more than one rider dropped out to minor falls and mechanical problems. But old pros never die held to the test as Glen Johnson stayed consistent to pick up first place cash. Ricky Whit followed for second as both Barry Duncan and Bo Kock encountered numerous problems but still finished third and fourth.

Glen Urquhart was the star of the 250 Expert class until a hard earth-sky act put the rapid Yamaha rider on the side-lines. Gary Wells picked up the winning position followed closely by bobby Guidry, James Tidwell and Darwin Huckabee.

Keith Duffy started off hard in the Open Expert class but should have stayed home as he lost his big KTM on a fast straightaway and went down hard.

Rumor has it that he suffered serious leg damage, and definitely will be out for a long time. The other racing narrowed down to Bobby Guidry-Terry Guidry (cousins) showdown until Terry's Suzuki decided to stop on the last lap. The final pay positions went to Bobby Guidry, Robert Tuggle, Mike Gil and King Teiken. ●

Douglas winner at Nacona hillclimb

By Diane Polley

NACONA, TEX., SEPT. 26

The Nacona Jaycees held a hillclimb that was relatively unadvertised and had about twice the number of entries expected. One of the regular area climbers visited some relatives in the area and they let the beans out of the bag. After a cancellation last week the climb went off successfully.

The hill was about 250 feet high and after a back-hoe got through with it Sunday the top was nice and loose. There were only four classes and trophies, but that did not dampen anyone's enthusiasm.

Just to start things off right Robert Alford on a 125 Honda went right to the top just to prove it could be done. In an unusual turn of events more bikes topped the hill in the 125 class than the 200. Duffy Douglas let Mike Polley ride a 125 Yamaha he had for sale and even though it was not geared right and Mike had never been on the bike before he came out third.

Sunny Holmes was the most successful rider with firsts in the 125 and 200 classes and in the 350 class he was second. In the 200 class Bobby Herrell came in second on a 175 Harley-Davidson. This man and his bikes were the regular winners in three classes several years back. He had an accident and lost touch with climbing, but not the touch for climbing. Herrell seemed ready to come back and show how to do it. His bikes were rigid framed with minimal suspension on the front. When old bikes like these are seen still winning, it makes you wonder how anyone could ride them. These two bikes and Tom Hairston's 1000 Triumph and Henry Polley's 650 Triumph gave people in the Nacona area something to talk about.

Duffy Douglas had some of the most spectacular rides and crashes. On his last try in the Open class on a 500 Yamaha just to get first place he crashed on the line. In order to do this he had to not let off over the top. In the process he nudged Tom Hairston and his 1000 Triumph triple out of first with a 6.3 time. ●

Results in Results Section.

WTTA trials

By Travis Hunter

BIG SPRINGS, FLA., SEPT. 26

Mark Webb of San Angelo took first place Expert on eight difficult sections. Webb (No. Three in Texas) made some fantastic cleans in sections that looked barely ridable.

The WTTA worked on these sections for three weeks in advance to make them as interesting as possible. They contained deep water, mud, very large rocks, small rocks, and undercut rocks.

Chuck McMellon of Lewisville deserves some mention for his performance also. Chuck had to drive 300 miles back home after the trials.

Bobby Chase of Pampa didn't know which to enter – Amateur or Novice, so we talked him into entering Amateur. He then proceeded to win first Amateur. ●

Results in Results Section.

DALLAS YAMAHA

DALLAS YAMAHA wants to congratulate these fine mini bike riders and their parents for their efforts and accomplishments thru the year up to the National Championships

Bee Patton
Brent Rosenberg
David Langley
Steve Perdue
Darin Eames
Dub McAada
Alex Hoover
Jim Patton

National Finishes
3rd AMA 65cc 7-11 yrs. F.T. – 4th AMA 65cc 7-11 yrs. F.T. – 9th NMA 65cc Expert 7-11 yrs. MX – 2nd NMA 85cc Expert 7-11 yrs. MX – 7th NMA 105cc Open MX – 5th AMA 85cc 12-15 yrs. F.T. – 10th NMA 85cc Stock MX

AMA District 20 Finishes
65cc Class: 2nd place – Brett Rosenberg; 4th place – Jim Patton
85cc Class: 1st place – David Langley; 2nd place – Bee Patton; 4th place – Steve Perdue
105cc Class: 2nd place – Steve Perdue; 3rd place – David Langley

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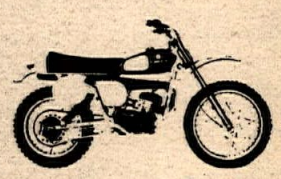

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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

October 15

R.A.C.E. MOTOCROSS
Corona Rcwy., Corona, Calif. Fwy. 91 to Pierce or Magnolia Ave. Prac. 6 pm, race 7:30 pm. Entry $5. P.B. to Pros, 30% same day brass. 714/735-1705.

AME NIGHT MX
Indian Dunes, Valencia, Calif. Int. Track. Sign up 6-7:30 pm, prac. 7, race 8. Entry $5 Spts., $10 Pros. Post only. 30% brass, 100% Pro p.b. AME, PO Box 1421, Reseda, CA. 213/881-5778.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, Calif. Take 210 Fwy to Irwindale Ave. Gate open 4:30 pm, prac. 6 pm, race 7:30 pm. Entry $6 per class. Spectators, adults $3.50, Jrs. 13-16 yrs. $2.50, kids 8-12 yrs. $1. 213/334-4949.

CMC SEMI PRO MX
Corner Vasco & Camino Diablo, Brentwood, CA. Prc. 6 pm, race 7:15 pm. Entry $7 to ride, $3 to watch. Trophy dash too. 415/634-2086, 687-2159.

October 16

U.S. SPEEDWAY CHAMPIONSHIPS
Orange County Fairgrounds, Costa Mesa, CA. Adults $7, kids under 12 $4. International Speedway Inc., PO Box 334, San Clemente, CA 92672. 714/492-9933.

ELSINORE TT
Elsinore Raceway, Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg/Ex sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups welcome, ride own class. 714/674-5383, 826-2386.

D-36 SEMI PRO SHORT TRACK
Monterey Fairgrounds, Monterey, Calif. Start 7 pm. Entry $6 Ex, $3.50 Nov/Jr. 100% p.b. to Ex., class C traction. 408/899-2401, 394-8225.

D-36 INDOOR ST
San Jose Fairgrounds, Exposition Bldg., San Jose, Calif. King of the North Series. Dbl. white plate pts. for Ex. High pt. series. Open 4 pm, prac. 5, race 7. $4 ride, $3 watch. Add $2 for Semi Pro Ex. 100% p.b. 415/327-4461.

October 17

TONTO 150 ENDURO
N of Phoenix, AZ, limed on Ariz. Hwy. 87 from Saquaro Lake turnoff to start area. Entry limited to 300 for the fifth annual Arizona State Championship. 8 am start. Entry $14.50. Philip Briggs, 10001 N. 30th Pl., Phoenix. AZ. 602/971-2311.

SRA HARE SCRAMBLES
Limed N of Red Mtn. on Trona Rd., CA. 20% brass & fin. pins. Radio, rescue, ambulance, etc. 213/320-1015.

DRA TEAM RACE
California City, Calif. 9 am start. 6-25 mi. loops. $400 purse. 20% brass, pins, commun. amb. $3000 med. ins. PP teams, any cc, any class; same for Srs. All others must team with same cc & same class for pts. Limed 17 mi. N 4/Corners, Hwy. 395 L side. Also Cal City golf cse. 714/373-4647.

D-37 HARE SCRAMB
Soggy Dry Lake, Lucerne Valley, Calif. Limed from Y-Cafe-Lucerne. Start 10 am. Entry $7. Beg/Trail Nov.-1 loop, 10% brass. 40 mi. loops. Fin. pins. Desert Vipers MC. 714/897-7887.

D-26 EURO SCRAMS
70 mi. W of Salt Lake City, Utah. Take I-80 W, look for markers after the Delle offramp. First race 9 am. Entry $8. Course approx. 10 mi. long. Desert or MX pts. Buzzards MC 801/268-1686, 268-3433, 298-9472.

AMC MOTOCROSS
DeAnza Park, Sunnymead, Calif. Gate open 7 am, prac. 8-9, race 9:30 am. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. cov. 30% same day brass. 100% Pro p.b. 714/581-2778.

B.O.S.S. CMC SEMI PRO MX
Sacto OHV Park, Sacto, CA. Hwy. 50 to Prairie City Rd. R to White Rock, R 2 mi. to track. Nov. sign in 7 am, race 8:30. Pro-Int, sign in by noon, race 1:45 pm. Entry $8/$15. Second race of a 4 race High Pt. series. 100% Pro p.b. 916/635-5240.

CMC ROAD RACE
Ontario Motor Speedway, SB Fwy. to Ontario, CA. Gate open 7 am, sign in 7, prac. 9 race noon. Entry $12 pre, $15 post. All classes, GP, Prod., Cafe, 4-stroke GP, Brass & cash. 3407 W. Olive, Burbank, CA 91505. Suite 102. 213/842-7433.

AMA SEMI PRO ROUGH SCRAMS
Pioneer Arena, Oakdale, Calif. Sign up 7:30-10:30 am, prac. 9-11 am, race noon. Entry $3.50 ride, $2.50 watch. Open traction all classes, mini, pee-wee. Semi Pro pay add. $2.50 at sign up. 209/869-1457.

MOTOCROSS
Edwards AFB, corner Forbes & Lancaster Ave. Antelope Valley Fwy to Rosamond, Rosamond Blvd. to Edwards. Sign up 7-8:30 am, race 9. Entry $6/$8 Ex. Same day brass, gift cert. to 1st & 2nd Ex. Watch free, ON camping free. 805/258-4250.

D-35 MOTOCROSS
Spillway Park, Santa Maria, Calif. US 101 to Broadway off ramp, follow signs to PK. Sign up 7 am, race 9 am. Entry $6 Jr/Int, $11 Pros. Honda ATC 90 Series. 100% p.b. to Pros, 30% brass. Free ON camping. All classes. 805/937-6171.

CRC MOTOCROSS
Indian Dunes, Valencia, Calif. Int'l cse. 3 motos & 30% brass for Sptsmn. 2 long motos & cash for Ex. All classes inc. minis, girls & Vets. $3000 med. ins. Sptsmn $7/Ex. $10. Non-memb. add $2. Memb. not req. 213/830-7519.

CANAM NATIONAL AMATEUR MX CHAMPIONSHIP
Carlsbad Rcwy., Carlsbad, Calif. 125/250 & Open classes. Finals for National Amateur MX Title. 135 top-ranked Amateurs & Women's Support class. Dirt Bike Promotions & Can-Am Motorcycles: Call for race day info: 714/560-0426.

CMC SEMI PRO MX
Sandhill Ranch, Brentwood, CA. Gate open 6:30 am, prac. 7:30-8:30 am, race 9 am. All classes + OT, Vets, Women & minis. Ex. $15 entry, $8 all others. 100% Ex p.b., 30% brass. $3000 med. ins. Norcal MX. 415/881-10399.

CMC MOTOCROSS
Mountain High Int'l MX Track, North Fork, CA. From South, Hwy. 41 through Fresno, 22 mi. to O'Neals, N Fork turnoff, follow signs 16 mi. to track. Gate open 6:30 am, prac. 9. $7 mail entry, $9 post. Pros $15. 100% Pro p.b., 30% brass. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

D-26 EURO SCRAMS
Aragonite, Utah. I-80 W from Salt Lake City, am. Entry $8. Desert or MX pts. 801/298-9472.

CMC MOTOCROSS
Saddleback Park, Orange, Calif. Jr/Int $7 mail, $10 post. Pros $12 mail, $15 post. Gate open 7:30 am, sign up 7:30-8:30, prac. 8-9, race 9:30. CMC, PO Box 1402, Costa Mesa, Calif. 92626. 714/557-3323.

D-36 SEMI PRO HALF MILE
San Jose Fairgrounds, San Jose, CA. Dbl. white plate pts. King of the North series. $5 pre-entry. $7.50 post. $5 pit pass, $3.50 watch. Open 7 am, prac. 9:30, race 11:30. All classes + minis. For entry call 415/327-4461, 408/438-3210.

4th ROUND NORCAL TRIALS NATIONAL CHAMPIONSHIP
Donner Ski Ranch, approx. 90 mi. from Sacramento, CA on I-80. Take I-80 to Norden-Soda Springs turn-off, go right on Old Hwy. 40, approx. 3 mi, Ranch on R. Start 10 am. Spaghetti feed Sat. nite, $3. Awards banquet Sun. nite. $5. Support class sign up on trials day. 916/426-3578, 408/268-7665, 415/538-4725.

D-36 HILLCLIMB
Carnegie Cycle Park, Livermore, CA. 10 mi E of Livermore on Corral Hollow Rd. Start 11:30 am. Entry $5. All classes, 500 Exhib. & Open Exhib. 408/225-1259.

CMC MOTOCROSS
Action Raceway, Corning, CA. On Corning Rd, 5 mi. W of I-5. Gate open 7:30 am, sign up 8 am, prac. 9, race 10 am. Entry $8 Nov/Int. $15 Ex/Pro. Pee Wee to Open class. 100% brass to Pee Wee, 100% p.b. to Ex. 916/241-1100.

D-37 TT SCRAMBLES
Elsinore Rcwy, Hwy. 71 at Lugonia, Lake Elsinore City, CA. New lengthened course. Sign up 8am, prac. 9, race 10 am. Entry $3 race, $2 gate. Gripsters MC. 714/523-8979.

October 20

CMC NIGHT MX
Orange Cty. Int'l Rcwy., East Irvine, CA. Santa Ana Fwy. to Sand Canyon exit. Gate open 5 pm, prac. 6 pm, race 7:15 pm. Entry $6 per class. 714/552-5511.

October 21

CRC MOTOCROSS
Corona Rcwy., Corona, Calif. Hwy. 91 to Pierce St. off ramp. Prac. 6 pm, race 7:30 pm. 30% brass same night. 714/689-6114, 735-1705.

October 22

MC SWAP MEET
National Orange Showgrounds, San Bernardino, Calif. 6 pm-11 pm. Selling spaces $8. All reservations must be made in advance. RGC Canning, PO Box 400, Maywood, Calif. 90270. 213/588-1616.

AME NIGHT MX
Indian Dunes, Valencia, Calif. Sign up 6-7:30 pm, prac. 7, race 8 pm. Entry Spts. $5/Pro $10. Post only. Memb. req. $8. 100% Pro p.b., 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/581-5778.

CMC SEMI PRO MX
Corner Vasco & Camino Diablo, Brentwood, CA. Prc. 6 pm, race 7:15 pm. Entry $7 to ride, $3 to watch. Trophy dash too. 415/634-2086, 687-2159.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, Calif. Take 210 Fwy to Irwindale Ave. Gate open 4:30 pm, prac. 6 pm, race 7:30 pm. Entry $6 per class. Spectators, adults $3.50, Jrs. 13-16 yrs. $2.50, kids 8-12 yrs. $1. 213/334-4949.

October 22-23-24

OFFICIAL SUZUKI MOTOCROSS SCHOOL
Lakewood Sportscycle Park, Alameda & Green Mountain, Lakewood, Colo. I-25 to Alameda go W. Mark Blackwell-A.C. Bakken instructing. 9 am-5 pm. Entry $10 pre-registration. 303/798-1693.

October 23

ROUND 5 U.S. NATIONAL TRIALS
Saddleback Park, Orange, Calif. Easy. spectator loop. Sanctioned by N.A.T.C. 714/879-0570.

SDTA, 6236 Mission Gorge Rd., San Diego, CA 92127. 714/284-7059.

AMA PRO HALF MILE
Manzanita Speedway, 35th Ave. & Broadway, Phoenix, AZ. 2 mi. N of Hwy. 80 on 35th Ave. Starts 7:30 pm. $1600 purse. Full Nov/jr/Ex program. 602/276-7575.

D-36 SEMI PRO INDOOR SHORT TRACK
Orland, Calif. All classes, Minis too. Gates open 5 pm, prac. 6, race 8 pm. Half-Mile next day. Aragon MC. 415/892-5350.

D-36 SEMI PRO SHORT TRACK
Monterey Fairgrounds, Monterey, Calif. Start 7 pm. Entry $6 Ex, $3.50 Nov/Jr. 100% p.b. to Ex., class C traction. 408/899-2401, 394-8225.

ELSINORE TT
Elsinore Raceway, Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg/Ex sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups welcome, ride own class. 714/674-5383, 826-2386.

D-36 INDOOR ST
San Jose Fairgrounds, Expostion Bldg., San Jose, Calif. King of the North Series. Dbl. white plate pts. for Ex. High pt. series. Open 4 pm, prac. 5, race 7. $4 ride, $3 watch. Add $2 for Semi Pro Ex. 100% p.b. 415/327-4461.

October 23-24

DIRT DIGGERS HOPETOWN GP
Hopetown, Simi Valley, Calif. $12 mail entry/$100 post. Limed entry. Entry open Sept. 13 — closes Oct. 9. Sat: 100/125/200/250cc's. 2/sase to DDMC, 8228 Sale Ave., Canoga Pk., CA. 91304. 213/887-6684, 7-9:30 pm. Sun: 350-500-Open-Hack-OT & PP. Entry and 2/sase to DDMC, Kirkcolm Ct., Northridge, CA. 91326. 213/368-1843, 7-9:30 pm. Rain or shine. No dogs, no bicycles, no camping. No cd. or memb. req. AMA sanction. IRRCC
(ATTENTION: Entry has been extended: Will close Oct. 16. Also Special Dinosaur class on Sunday)

October 24

D-37 HARE SCRAMBLES
Soggy Dry Lake, Calif. Limed from Y-Cafe. 1st Annual Dog-gon-it Hare Scrams. 9 am start. Entry $7. 2-40 mi. loops. Beg. welcome. Trial Nov & Beg. 1 loop. Prairie Dogs MC. 714/842-6787.

R.A.C.E. MOTOCROSS
Corona Rcwy., Corona, Calif. Fwy. 91 to Pierce or Magnolia. Prac. 6:30-race 7:30 pm. Entry $5. Classes for Beg/Nov/Int/Pros. 30% brass, 100% Pro p.b. 714/689-1913.

R.A.B.I. SHORT TRACK & TT
Saddleback Park, Orange, CA. ST sign up 7:30 am, TT sign up 11:30 am. $4.50 entry. 714/925-2871.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 3 motos & 30% brass for Sptsmn. 2 long motos & cash for Ex. All classes inc. minis, girls & Vets. Free ON camping. Sptsmn $6/Ex. $10. Non-memb. add $2. Memb. not req. 213/830-7519.

JACKHAMMER NATIONAL ENDURO
Stoneyford, CA. AMA 100 mi. National Championship Enduro & D-36 Championship Pt. event. Approx. 100 mi. All classes 0-125cc through Open A/B/C. $9 per rider/$3 per team (3 riders)/$2 Father-Son 2 rider team. Spk arr. & mufflers req. Lic. plate or off-road stickie req. No powder puffs, no minis, No. med. ins. provided. Bring your own gas. First rider out 7:31 am. Oakland MC, 1116-36th St., Oakland, Calif. 94608. 415/254-6863, 873-4999.

ROUND 6 NATIONAL TRIALS CHAMPIONSHIP
Red Shank Ranch, 13 mi. S of Hemet, CA. Entry closes Oct. 10. $20 both Nat/Sup classes. SDTA, 6236 Mission Gorge Rd., San Diego, CA 92127. 714/284-7059.

CMC SEMI PRO MX
Action Rcwy., Redding, Calif. S 99 to [illegible] Creek Rd., W 8 [illegible] water tower, L[illegible]rdale Rd, 3 mi [illegible]. Gate open 7:[illegible] sign up 8, prac. 9, rac[illegible] am. Entry $8/$15 Pros/$4 peewee. 100% Ex. p.b. New track. Free ON camping. 196/241-1100.

CANCELLED

AFM ROAD RACE
Sears Pt. Rcwy, Hwy. 37 & 121 in Sonoma Cty., CA. All classes. Pre entry deadline, Oct. 20. First bike $15, $7 extra class. Post entry $18/$8. AFM, 6548 Wyndham Dr. No. 2, Sacramento, CA 95823. Gate open 8 am, prac. am, race pm. AFM lic. req. 415/938-3178, 547-2947, 392-0611.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Gate open 7 am, sign up 7-8:30, prac. 8, race 9. Entry $7 Spts. mail $10 post. Pros $12 mail $15 post. Memb. req. $8. $4000 med. cov. 30% brass. Mail entry must be rec. by Fri. before race. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AMC MOTOCROSS
Saddleback Park, Orange, Calif. Gate open 7:30 am, prac. 8-9, race 9:30 am. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. ins. 30% same day brass. 100% Pro p.b. 714/581-2778.

HIGH DESERT 100
21 mi. E of Bend, Ore on US Hwy. 20 S approx. 17 more mi. Follow signs. Closed course. Riders meeting 9:30 am, race 10 am. Pre entry fee $15. After Oct. 10, $25. $100 to first place in 200cc/250/Open. 30% brass. 7 trophy classes. Cascade MC, PO Box 11, Bend, Ore. 97701. 503/389-3795, 382-3837.

MOTOCROSS
Cycle Haven Park, Long Beach, Calif. Across from Long Beach Naval Base, 1 blk. E of Vincent Thomas Bridge. Prac. 7:30 am, race 9 am. Entry $6, gate $1, Pros $10. $3000 med. ins. 33% brass. 213/832-6844, 547-1818.

D-36 TT SCRAMBLES
San Jose Fairgrounds, San Jose, Calif. ¾ mi. track. Semi Pro & Sptsmn, mini to 750cc. Nov/Jr/Ex. Open 7:30 am, prac. 9:30, race 11:30. $5 pre-entry, $7.50 post. $3.50 watch, $5 pit pass. For entry: 415/327-4461, 408/438-3210.

D-38 DESERT RACE
Yuha Basin, CA. I-8 to Hwy. 98, watch for arrows. Open course. 3-25 mi. loops. Riders meet 8:30 am, race 9 am. Entry $8. Special brass. Sil. req. AMA cd. req. Los Exploradores Rescue Club. 714/422-1600, 448-9318.

CMC SEMI PRO MX
Brentwood, Calif. Take Vasco out of Livermore, CA to Camino Diablo, first ranch on R. New track every Sun. Prac. 8 am, race 9 am. Entry $8 Nov, $15 Ex. 415/687-2159 634-2086.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

CMC SEMI PRO MX
Fremont Rcwy. Fremont, Calif. Durham Rd. at Hwy. 17, next to Fremont Dragstrip. Gate open 6:30 am, prac. 7:30-8:30, race 9 am. All classes + OT, Vets, women & minis. Ex. $15 entry, all others $8. 100% Ex. p.b., 30% brass. Norcal MX. 415/881-1039.

D-36 SEMI PRO
INDOOR SHORT TRACK
Orland, Calif. All classes, Minis too. Gates open 5 pm, prac. 6, race 8 pm. Half-Mile next day. Aragon MC. 415/892-5350.

Central

MOTOCROSS
Alvord, Texas. 6 mi. N of Decatur, TX on Hwy. 287-take Mt. Zion exit & follow signs 3 mi. Nov/Int only. 4 place brass each class, 40" team brass. Prac. 8 am, race 10 am. Entry Nov. $4, Int. $5. 817/427-2663.

October 27

CMC NIGHT MX
Orange Cty. Int'l Rcwy., East Irvine, CA. Santa Ana Fwy. to Sand Canyon exit. Gate open 5 pm, prac. 6 pm, race 7:15 pm. Entry $6 per class. 714/552-5511.

October 28

CRC MOTOCROSS
Corona Rcwy., Corona, Calif. Hwy. 91 to Pierce St. off ramp. Prac. 6 pm, race 7:30 pm. 30% brass same night. 714/689-6114, 735-1705.

October 29

AME NIGHT MX
Indian Dunes, Valencia, Calif. Int. Track. Sign up 6-7:30 pm, prac. 7, race 8. Entry $5 Spts., $10 Pros. Post only. 30% brass, 100% Pro p.b. AME, PO Box 1421, Reseda, CA. 213/881-5778.

CMC SEMI PRO MX
Corner Vasco & Camino Diablo, Brentwood, CA. Prc. 6 pm, race 7:15 pm. Entry $7 to ride, $3 to watch. Trophy dash too. 415/634-2086, 687-2159.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, Calif. Take 210 Fwy to Irwindale Ave. Gate open 4:30 pm, prac. 6 pm, race 7:30 pm. Entry $6 per class. Spectators, adults $3.50, Jrs. 13-16 yrs. $2.50, kids 8-12 yrs. $1. 213/334-4949.

October 30

ELSINORE TT
Elsinore Raceway, Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg/Ex sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups welcome, ride own class. 714/674-5383, 826-2386.

D-36 SEMI PRO
SHORT TRACK
Monterey Fairgrounds, Monterey, Calif. Start 7 pm. Entry $6 Ex, $3.50 Nov/Jr. 100% p.b. to Ex., class C traction. 408/899-2401, 394-8225.

SRA GAMBLERS
PARADISE ENDURO
85 mi. point-to-point run from Stateline, to Las Vegas, Nev. Women & minis go first half. 20% brass & pins. Awards presentation Sun. at Showboat Hotel. Sun. bowling tourney at hotel for all. Mail entry $14/non-memb; $12/memb. 2 sase to SRA, Box 3882, Torrance, CA 90510. 213/320-1015.

October 31

PONDEROSA MINI
MOTOCROSS
Ponderosa Inn, 15 mi. E of Lancaster, CA on Ave. J. Start 1 pm. Entry $5. 13 yr. limit. Brass to 50% of entry. 3-10 min. motos. Classes: MR-50/Yam 60, Indian 50, XR-75, Yam/Suz 80. Gift cert. to first MR-50. Watch free. 213/360-9287.

DRA DURALUBE GP
Indian Dunes, Valencia, CA. $600 purse. All classes (Beg. exempt). T-shirts to all entrants. 20% brass, dual pts., $3000 med. ins. New 7 mi. GP course. All races limited to 100 riders. Closed course, no prac. Start: 8 am; 0-200 Beg & Mini/9 am 250 Beg/10 am Open Beg/11 am 0-200 Nov. 12 pm. 250 Nov/1 pm Open Nov/2 pm. All Sr. & PP. 3 pm all Am/Ex. Mail $10 & 2 sase to DRA/Duralube GP, Box 2605, California City, CA 93505. 714/373-4647.

ATA OBSERVED
TRIALS
Gorman/Alamo Mtn., I-5 N to Gorman exit, follow arrows to Gold Hill site. First rider out 9:01 am. Entry $8.50 mail, $12 post. ON camping. For experienced riders, EX/Am/Sr/Nov. Fin. pins. V.O.T.E., 5700 Etiwanda No. 201, Tarzana, CA 91356. 213/342-0683.

CRC OFF-ROAD
RALLY
California City, CA. 60 mi. Enduro scoring. Easy family event. Classes for buggies, Baja 4x4, mini trucks & all girl crews. Mail $25 & 2 sase to CRC, 7601 Arlington, Riverside, CA 92503. Post entry $30. 714/689-6114, days.

PONDEROSA
HARE SCRAMS
15 mi. E of Lancaster, CA on Ave. J. Start 11 am. Entry $7. Brass to 40% of entry. All classes, Srs. too. 4-8 mi. loops. Greyhounds MC. 213/360-9287.

CMC SEMI PRO MX
Sandhill Ranch, Brentwood, CA. Gate open 6:30 am, prac. 7:30-8:30 am, race 9 am. All classes + OT, Vets, Women & minis. Ex. $15 entry, $8 all others. 100% Ex p.b., 30% brass. $3000 med. ins. Norcal MX. 415/881-10399.

CMC MOTOCROSS
Mountain High Int'l MX Track, North Fork, CA. From South, Hwy. 41 through Fresno, 22 mi. to O'Neals, N Fork turnoff, follow signs 16 mi. to track. Gate open 6:30 am, prac. 9. $7 mail entry, $9 post. Pros $15. 100% Pro p.b., 30% brass. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

D-37 HARE & HOUND
Limed from Red Mtn. on Trona Rd., CA. Start 10 am PDT, 9 am PST. Entry $8. 2-35 mi. loops. Beg. 1-loop. Fin pins & bitchin brass. Motorsport Airshocks to winner. Rams MC 213/596-3691.

Back to Saturday Racing
RACING WORLD
ESCAPE COUNTRY
Events Scheduled:
Saturday, Oct. 16-E.C.R.A. MX
Sunday, Oct. 17-E.C.R.A. MX
$1,000
Purse MX
Oct.24
Trails open for riding 7 am til' dusk
7 days a week
MX track open 5 days a week
714-581-6400
Trabuco Canyon

Ride With The Best
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
Every other Wed. Night starting June 16th
South Bay Park Speedway
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

Race with AME
AMERICAN MOTORCYCLE ASSOCIATION A.M.E.
Indian Dunes
Sunday, Oct. 24
Every Friday Night
+ Youth Division
(Pee Wee thru Minis)
at all events
213-881-5778

SADDLEBACK
Saturday Motocross
$3,000 Medical Insurance
2-30 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros
Motocross
Every Saturday
24 hour Info. Call 714-830-8010
Gate opens 7:30, Practice 8:00
Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros $13.00
No Membership or mail entry required
Not affiliated with Saddleback Park

CRC
Thursday Night MX
Corona Raceway
1st Race 7:30
714-689-6114 days

Great Pumpkin
Grand Prix
Oct. 31
Corona Raceway

INDIAN DUNES PARK
600 acres – hills, streams, sand
Family riding 7 days – 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

AMC
RACE SCHEDULE
Oct. 17 – De Anza
Oct. 24 – Saddleback
Oct. 31 – No Race
INFO 714-581-2778

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look – so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

SRA COMING EVENTS

Oct. 17 — Hare Scrambles, Trona Rd.
Nov. 7 — Southern California G.P. at Carlsbad
Nov. 20 & 21 — Riverside Grand Prix

Oct. 30th
Gamblers Paradise Enduro
85 miles from Stateline to Vegas
Sunday Bowling Tourney and Sunday Trophies
213-320-1015

"California to Vegas"
Hare & Hound
Nov. 27th
100 mile point-to-point
213-320-1015

SRA
P.O. Box 3882
Torrance, CA 90510
213-320-1015

• CRC •
Adelanto Grand Prix
Nov. 27 & 28
see last week's Cycle News for entry blank
714-689-6114 Days

First Ever
Saddleback Park
R.A.B.I. RACING ASSOCIATION, inc.
¼ mile & TT
¼ mile sign up 7:30 am
TT sign up 11:30 am
info: 714-925-2871
Oct. 24

Position pays more than the job!

CRC Race Schedule
213-830-7519
Oct. 17 — Indian Dunes
Oct. 24 — De Anza
Oct. 31 — Escape Country

Everyone Worth Mentioning
Has Ridden Or Will Ride HOPETOWN -
Last Of The Classics OCT. 23 & 24

Mail to Biker Box 2610 Long Beach, CA 90801
OK send me BIKER for 1 year.
I enclose $8 ☐ or bill me later ☐
Name
Address

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.
CRC MX every Thurs. night. 714/689-6114, 735-1705.

CYCLE HAVEN PARK
Long Beach, Calif. 213/832-6844, 547-1818. MX every 2nd & 4th Sundays.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

FREMONT RCWY
Fremont, Calif. 415/881-1039, 278-4269. Nite MX every Friday

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.

CRC-NMA MX every Wednesday nite, 8 pm. 213/830-7519.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX. Every Wed 714/559-0199

RACING WORLD MX
Escape Country, Trabuco Cyn., Calif. 714/581-6400. MX every Sunday.

SADDLEBACK PARK
Orange, Calif. 714/558-1584. AMC MX 2nd & 4th Sundays: CMC MX 1st, 3rd & 5th Sundays: SAM MX every Saturday. ITA Trials every 1st & 3rd Sunday 9:30 am. 714/879-0570.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

SOUTH BAY PARK
Chula Vista, Calif. 714/420-7414. CMC MX every other Wed. night.

SPILLWAY PARK
Santa Maria, Calif. 805/937-4043. AME MX every 1st Sunday. AMA MX every other Sunday.

Dirt Track

CORONA RCWY
Corona, Calif. 714/735-1705, 689-1913. Half-Mile, ST & TT every Wed. nite.

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Wednesday night.

MEDFORD RACEWAY
Medford, Oregon. 503/779-7779. AMA Sportsman Short Track every Friday nite 8 pm.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

Speedway

CAL EXPO
Sacramento, Calif. AMA Class A Speedway every Friday nite. 916/489-0476.

SPEEDWAY
Hanford Fairgrounds, Hanford, Calif. SRA every Fri. night. 209/683-7730.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG BLUFF MX
Wellington, Texas. 806/447-2101. MX every first Sunday of month.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, Texas. 512/446-3282. AMA MX every 2nd & 5th Sunday.

COAL CREEK RCWY
Lafayette, Colo. 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710.

CYCLELAND MX PARK
Roland, Okla. Am/Ex/mini 2nd Sunday each month. 501/783-5822, 646-2148.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 2nd & 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153, 326-8138.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday. 236-8138.

MOTORCYCLE RACEWAY
Oklahoma City, Okla. 405/677-1381. MX every Saturday nite.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/834-0571, 834-8053. MX every 3rd Sunday.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

TURNPIKE MOTOPARK
SE corner Dallas/Ft. Worth Turnpike, Callas, TX. 522-5120. MX every 2nd & 4th Sundays

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS

****Hey 4-wheelers & vanners!**
For sale: 4 Jackman white off-road rims — size 15x10 plus 4 Maxi-Trak off-road tires — size 15x11 .5-lug, were on GMC van. Locks and lugs may be included. Sold for $410, asking $350 or B.O. Virtually new! (213) 421-4904. (35/TFN)

Harley-Davidson mechanic opening
Set up and custom work. Call R. Hutchins (213) 749-6235 L.A.H.D. (32/TFN)

Mooch deals "Munari & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

New Marzocchi forks
Aluminum leading axle fits Suzuki, Honda, Yamaha, Maico & Can-Am, includes axles, $230.00. MX Brake Service, 7545 Industrial Way, Stanton, CA 90680. (714) 897-9986.

"Dyno for SALE"
Hartzell Dyno like new, used only 4 times, includes model gauges and blower. $1500.00 (sells new for about $3000.00). Ask for Larry or Elmer. Orange County Honda, 1630 W. Chapman Ave., Orange, CA 92668. (714) 633-7344. (40/2x)

New '74 Ducati Sport Cafe racer
Cal's Motorcycle Sales, Inc., 701 S. E. 29th, Oklahoma City, Okla. 73129. (405) 632-1559. (40/4x)

750 YAMAHA DIRT TRACKER. 360 YAMAHA short tracker. New trick everything and spares. Frank Gillespie (415) 933-6821.

'75½, 250 G.P. Maico
Wheelsmith cantilever, forks, pegs, 8 gauge spokes F&R Cross 5. Mosier wheels, gas Girlings, Andres, alum. tank, 76 pipe, fresh bore 1st. GUARANTEED SANO, $700.00. (213) 868-4402. (41)

1975 Honda XL350
Cheng Shins, Konis, Pettys, Jardine, super Trapp + all stock equip. $800 firm. (213) 398-2988. (41/2x)

CZ 400 OWNERS — Custom downpipe with silencer, never used, $40.00. (714) 827-2650. (41)

FOR SALE — NEW MIKUNI carb, any size, $30.00. New leather sleeves, choice of color & size, $12.00. (213) 926-5481. (41)

'74 CZ 250
Bought new March '75, hardly used, many extras — Must sell, $600.00 or best offer. (213) 248-5772. (41)

TL-145—Poweroll kit perfect
Beginner's bike or trail bike. Plastic tank and fenders, steel skid plate. $425 or best offer. Phone after five (805) 524-2401. (41)

1974 Rickman 125 MX
Excellent condition. New in 1975. A real beauty. Very quick and responsive. Must see and ride to appreciate. $575 or best offer. (213) 696-7087. (41)

Speedway dealers wanted
for the fastest growing U.S. Sport — Open to all franchised dealers — Call for details (213) 772-1647. (25/TFN)

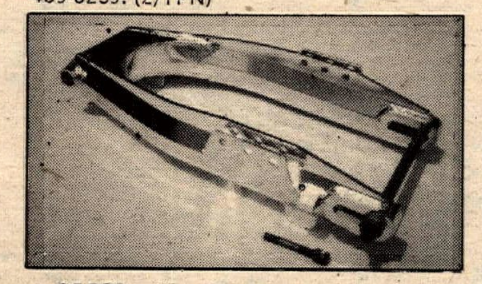
Bell Star helmet
Orange, worn only twice, like new. Size 7-120 vision. Great deal, only $35.00. (714) 761-3178 or contact Shari at Biker (213) 595-4753. (33/TFN)

Husky speedo and hub needed
I want a front Husky hub with speedometer and hookup. If you have it laying around, give me a call. Mike (213) 421-4904. (40/TFN)

1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)



CROSS UP INC. announces a new aluminum swingarm for all CR125 Hondas. Twice as strong and 30% lighter than stock. Available at your local dealer or direct from CROSS UP for $129.95. CROSS UP INC., 117 West "B" St., Wilmington, CA 90744. (213) 549-6800. (29/TFN)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

'76, 250 YZ and trailer
See to believe. Bike has porting, after-burner, Metzelers, suspension modifications. Plus three-rail cycle trailer. Both for just $999.00, wow!! (714) 546-0779. (41)

360 Husky '70
Immaculate cond. Must sell, appraised for $600 — take $500. (714) 548-8180, Joe after 4:00. (41)

'75 CR100 FMF Elsinore, $525
D&G swingarm & extras. '75, 450 Maico, $800. Both excellent condition. (714) 827-3227. (41)

Family of play bikes
'71 Yam. 360 RT-1, '72 Yam. mini-enduro, '74 Honda TL125. Many extras. Asking $395, $185, $425. Will talk trade. (714) 586-6085. (41)

'72 CZ 250. Desert ready, Mikuni, fresh engine, $295. (213) 832-5720. (41)

FOR SALE: TY 250, brass flywheel, Renthals magnesium cases, folding shift & brake pedal, 2 plys, excellent condition, '74. $650. TL 125 excellent condition, low mileage, '73, $400. (707) 446-8399. (41)

Maico & Honda parts
(2) '75 complete Maico front hubs, $45 each. (1) '75 Maico rear hub, $35. Honda 125, FMF chromoly laydown frame, $60. (1) Honda 125 Webco head, $25. CR 100 stock head, $10. Must sell now! (714) 546-4653. (41)

Let's swap
2 backyard GP CZs, $2000 invested in the 250, $5400 invested in the 400. Both up to snuff with new stuff. Will consider anything of value, even cash. (713) 960-1031. (41/2x)

KTM MC5 alloy side panels
Polished to a high lustre. Don't crack like stock. $16.95 ea. Specify side. Self-adhesive foam backing for air-box side panel, thicker than stock. A must! $3.50 ea. Send check or money order to: TRAILS END, 16394 E. 14th St., San Leandro, CA 94578. (415) 278-1565. (41)

CRRC seeks racing director
Fastest growing road racing organization in midwest (twelve races this year) seeks person to promote & produce races at 3 established tracks. Primarily weekends & evenings, salary & commission. Send resume to: Central Road Racing Club, Inc., 3812 Halfpenny Rd., Austin, TX 78722. (512) 476-5470. (40/2x)

'75½ GP Maico 440 magnum**
MX/desert, lots of trickery, & extras. Must ride! Should be asking $1300.00, will take $925.00. Want Alpina 350. Jon (work) (213) 595-1691. (41)

1974 Yamaha 175
Ready for desert, 7" travel front and rear, gas Curnutts, '76 GP forks, 3 gallon tank, mechanically perfect. Many extras and spare parts including 125 top end, Skyway pipe, tires, tools, carb, K & N filters, etc. $390.00. (213) 695-4725. (41)

Maico forks don't work
UNLESS they have a wheelflow fork kit. Developed by Maico factory for internal spring forks. SMOOTH! Only $29.95 plus 6% Ca. Send dampeners complete. Two day service. Exclusively at TnT, 2663 E. Colorado, Pasadena, CA 91107. Send money, we pay freight. (41)

Suzuki mechanic
Experienced mechanic with tools wanted by Suzuki shop. Must be fully experienced. Contact Suzuki of Santa Barbara (805) 966-0111. (41)

1976 Yamaha YZ 250, $575.00
O.C.C. monomod 8½" travel, kitted forks, FMF up-pipe, new sprockets. Chain & tires, G.P. seat, KN filters. After 6 p.m. (213) 886-5107. (41)

'69 HONDA 50cc minitrail, clean, good condition, $130.00. (213) 670-7571. (41)

Motorcycle mechanic with tools Sales experience wanted
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4 rail bike trailer
1st $250 cash takes it — lic. & new tires. 5226 No. Golden West, Temple City, CA. Call (213) 287-4471. (41)

10½ camper
'70 Dreamer cab over, ice box, stove, oven, sleeps 4, hyd. jacks, bounce aways, boot, $800.00. Ask for Dick (213) 287-4471. (41)

1976 360VA Montesa
1977 cases, Boges, good brakes, many extras. Can deliver. $1000.00. (702) 825-8208.

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'76 RM125A
Perfect cond., 34mm carb, cleaned & matched, Sun rim & heavy duty spokes, new tire. $750.00. (714) 633-7958. (41)

400 6 speed Husky
Rebuilt and balanced engine, shocks and Betor forks. New or near new ring, seals, rod, bearings, fenders, cables, seat, bars, Vesco springs. Spare shocks, sprockets + bike has been completely reassembled. Sanitary, super reliable, not ridden for last 1½ yrs. $950. After 7 p.m. (213) 242-9507. (41)

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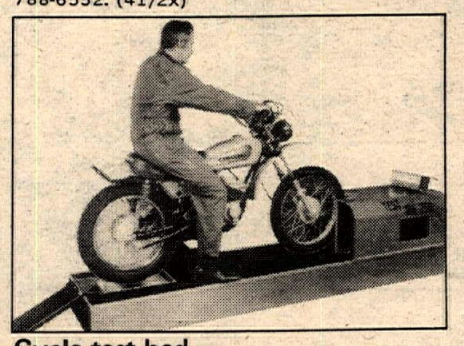

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Patented performance testing machine. Completely portable and supplies its own engine cooling air. Indicates horsepower and vehicle speed. Ideal for minis, lightweights, and street bikes. Price $1945.00. FOB Revco, 1453 Virginia Bldg. L, Baldwin Park, CA 91706. (213) 337-1595. (41)

Super Bultaco 250 Pursangs
Clean, fast, ported 250 with MacDonald swingarm, up-pipe, shift kit, and GP tank. Excellent condition and race ready. Featured in June 1st issue of CN. $700.00. Also stock 250 in excellent condition, $550.00. Many spares for both bikes. Call (213) WA 8-1248.

'75 Hodaka 100 mint cond., $525
Eric Jensen factory made, xInt. performance, waterproof air box, Magura levers, radial head & barrel, trick pipes, ready for MX, dez, or enduro, extras. Must see, call (213) 445-3067.

'76, 125 Pursang
32 Mikuni — raced twice, super clean, fast and reliable. New truck forces sale. Skid plate available — $1195.00. (805) 948-3707.

Bultaco freaks !!
Sideplates or seatbase busted? We got 'em for '76 MX and MX thru '75. Made of unbreakable "works white" polyethylene. Sideplates, $14.95 a pair. Seatbases — $11.95. Specify year, model & c.c. Also, other Bul, CZ, Husky, & Maico plastics. Call or write: POLYPRO MFG., 1810 Cheryl Court, Arlington, Tex. 76013. (817) 277-9917.

Honda mechanic
Permanent position, top pay. Paid holidays and vacations. 5 day week, excellent working conditions in W. Los Angeles. Call Calif. Honda (213) 272-3559. (40/2x)

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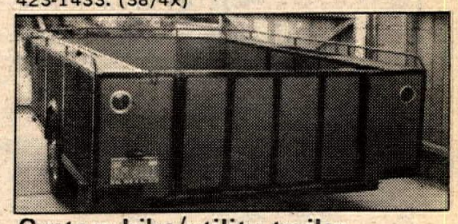

Custom bike/utility trailer
Carries six bikes + gear. 4 large locking side compartments. All heavy duty construction. Must see to appreciate, $795.00. (714) 847-9560. (41)

1975 Montesa 250
Cherry cond. In storage, $800. '74 VR basket case, new parts, $350. Both $1,000. (415) 455-6286. (41)

'73, 400 CZ
Terry kit w/air, DIDs, 34 Mikuni, DH reed, magnum pipe, Pro Tec, cant. rear, $495.00. (714) 639-7321. (41)

'74 CR250 Elsinore
MT gearbox, Al Baker pipe, Vesco tank, moved up shocks, new paint. Seeing is believing. $450.00. (714) 559-4888. (41)

MAICO PARTS, forks, wheels, new up pipe, other stuff. After 6:00 (213) 923-3091.

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MAICO AW250, new cut & cylinder model, $1200. BULTACO 360 Frontera, better than new, $900. YAMAHA 125 YZC, K&N, Trickit, Skyway, $600. (415) 592-4756. (41)

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250 Montesa Scorpion '74, many extras, st. legal, $550. Call eves. (213) 691-5950. Excellent! (41)

1974, 400 Husky
Super cherry, low mileage, Cerianis, brand new Curnutts, great trailbike — bargain $725.00. (213) 923-7807. (41)

Yoshima Honda rocket
All new engine, rebuilt for racing. Still in breakin'. 424cc Stage 3 modification engine, $1350. (213) 475-5069 or (213) 474-6823.

'73, 400 Husky
'73 CR 400 Husky, complete, needs engine work, $300.00. After six (714) 795-2796.

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5 pipes, spare wheels, carb kit, cam, valves, head ported, much, much more! Must sell! Super clean! Steal it at — days (213) 378-2203, night (213) 540-2351. (41)

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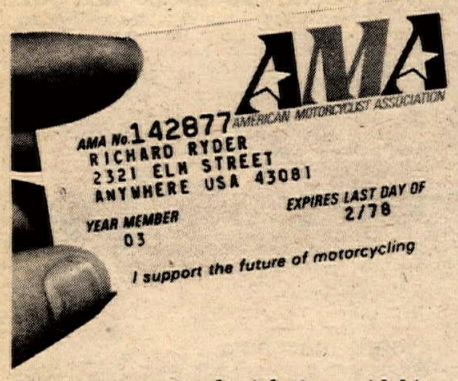
Well maintained, very strong, air forks, trick mano kit, Twin Air-cleaners. Entirely fresh, $775.00. (213) 324-0138. (41)



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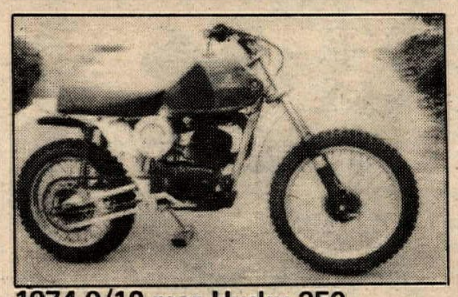

1974-9/10 mag Husky 250
Wide-ratio gearbox; new '76 head, top, and bottom ends. Air forks, gas Curnutts, MX and Vesco tank. Pro-Tec, Mikuni, Pettys, $850. (213) 285-6732. (41)

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Alloy tank, AW frame mod., gas Girlings, fresh eng., new clutch, trans. mod, snake pipe. (714) 847-4039. (41)

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Thor swingarm, S&W freon shocks, 8 gauge spokes, new Metzelers, with extras, $700. Days (213) 665-0166, eves. (213) 662-1500 ask for Chris. (41)

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4 months old, ridden six times, mint condition, Metzeler front tire, D&G tuned, air forks. $825.00/offer. Weekdays (714) 551-3049, after 6 weekends (714) 879-7217. (41)

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Entirely re-built motor. Ported with pipe. 8" travel front and rear. Modified shock angle and damper rods. Must ride to appreciate. $500.00 or best offer. Ask for Mik (714) 778-6700 or (714) 581-2584. (40/2x)

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Showroom fresh. (714) 630-2922. (40/2x)

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'75½ Maico 400 GP
Must sell — make offer. Like new condition, cantilever Works Performance rear, long travel front, other extras. Will also sell leathers, etc. (213) 880-5969. (41)

Jr. speedway bikes 4 sale
(2) Two Junior speedway bikes for sale, less engine, $425.00 & $475.00. (213) 864-8773. (41)

BULTACO '76 — Frontera, excellent, Petty, extras — best offer. (213) 651-5439. (41)

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Like new, never raced, many new parts. Must sell, $575. (714) 960-4036. (41)

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My '69 Ossa Stiletto 250 MX, $270. (She's well built.) (213) 869-1867. (41)

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This bike built by Pros. Has Al Baker frame mods, porting, head, and D&G pipe, S&W shocks, forks, K&N bars, filter, Metzelers, and Magura, etc. "250 class winner." $725.00 or ? (213) 353-5340. (41)

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Purchased 5/27/76. Koni shocks, Ceriani forks, perfect for 12-16 yr. old. $295 or trade for air compressor, tools, or 250 Spanish enduro. (213) 373-1340. (41)

Works Ossa replica
'75½, 250 Phantom. Owned by Mid-Valley mechanic. M-V up pipe, Fox Shox, new motor, sharp, super jet, $700.00. (213) 286-0745. (41)

'76 Honda CR 125
Gas Girlings, Redline swingarm, FMF pipe, 32 Mikuni, chain tensioner, new cylinder, top end and rod. Moving to 250, $675. (213) 355-6536. (41)

Montesa VR & Scorpion & Trlr.
250 VR MX — a rocketship, $575.00 & 1971 King Scorpion enduro — street legal, $350.00. Light-two rail trailer — great for small cars — $100.00. (213) 547-0155. (41)

'73 CR400 HUSKY. FORWARD MOUNTED gas Girlings, excellent condition, $500.00. Few extra parts. Tony (714) 995-0472. (41)

This is it, Yamaha R-5
'71 Yamaha R-5, per. cond., engine stock. Great for street or track, fast! and only $700.00 * (213) 631-4273. (41)

1972 YAMAHA R350 TWIN, excellent condition. A rocket for the street, save on gas. Only $495.00. (714) 638-7174. (41)

Big power needs big rider!
'75, 360 GP Husky, many extras. Wants to be ridden fast — full tank of gas with purchase. Only $1001.53 or best offer. (714) 638-9662.

'76 RM 250
New piston & rings, seals and tires, air caps & up tite chain tensioner. Excellent condition. $900 or best offer. After 6:00 (213) 376-2660. (41)

650 YAMAHA engine, $275.00. HONDA 305 scrambler, street legal, $275.00. (213) 477-4327. (41)

1972, 125cc DKW super trick, excellent condition, $295.00. (714) 734-0521. (41)

1974 Penton 125 MX 6 Days
Excellent condition, original owner, two tanks, Curnutt shocks. $400.00/offer. Weekdays (714) 551-3049, after 6 weekends (714) 879-7217. (41)

****New Huskies****
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244.

YZ 80B or C
Straight cut, primary gears, $115.00. All sets guaranteed. Flyin' & Bryon Racing Products, 10019 Tamil Rd., Lakeside, CA 92040. (714) 443-1913. Dealer inquiries welcome. (38/4x)

XL 250 HONDA 1974, cherry, $550. (209) 487-3147 or (209) 298-8721. (39/3x)

4 Sale:
1963 International Harvester with 10' Open Road Camper. Sleeps 4, self contained, rebuilt engine & brakes. $2,950.00 or best with new bike trailer. Phone: (213) 693-8536 after 5:00 & weekends. (41/2x)

TZ250 hardly used
Turned disc brake, nitrogen gas shocks, new clutch, epoxy painted frame, Vesco swingarm. Engine by Dahmen, 350 bottom end & Vesco seat. $1700.00. (714) 453-3468. (41)

20 HP dune cycle
Electric start, lights, knobby tires, seats two, Ski for front wheel. Less than 200 mi., Torque converter. $750.00 or best offer. (213) 361-9488. (41)

Hi Performance Cycles
Going out of business sale. Husqvarna's, Bultaco's, CZ's, Kawasaki's, & Honda's racing bikes. Many to chose from, below dealer cost. Call (213) 428-7582 or stop by 5101 Atlantic Blvd., Long Beach, CA. (39/5x)

'76 CR 125 ELSINORE, ported, pipe, head, 32 Mikuni, $800.00. (714) 525-7073. (41)

'73, 360 Yamaha MX
Fresh engine, LTR, Curnutts, 7" front, 7" rear, Profab swingarm, H.D. rear spokes, ported, 38mm carb, Webco head, custom pipe, 4.75, 3.50, 2 tanks, $725.00 or offer. (213) 675-5317. (41)

New YZC 80
You know it's fast. Only six months old, just installed air forks. $425 or best offer. (213) 786-5728. (41)

'76½, 250 Bultaco
2½ months old, ridden only twice. 5 hrs. on engine, never raced. Completely stock and brand new. Asking $1275. (213) 341-3104.

'74 Blonde XR75, $350
Complete Hacienda Honda 80cc Blonde kit, air forks, laid down Boge shocks, bigger bars, only $350. Call after 4:00, ask for Bobby (213) 851-5257. (41)

******Fast****fast****fast******
"75", 400 Yamaha — "Super trick" & beautiful, ridden 3 months. Very reliable, $950.00 or ? Call (805) 526-2869 or see at Simi Valley Yamaha. "Health forces sale."

Trick '75 CZ
400, red frame, Thor pipe, cantilever gas Girlings, never raced, perfect cond., Mikuni carb. Complete set up, $600 or best offer. Anytime (213) 944-7471. (41/2x)

Fox Shox
13.5" long, 135 lb. springs, used once, $90.00. After 5 p.m., Gary (714) 646-5472.

'74 HONDA CR125, fast, immaculate, must sell, $500.00. (714) 839-7008. (41)

Own a piece of the rock
with this solid handling, solid styled, clean, 1971 BSA. 4000 miles, blue/cream colors, spare head, gaskets, cables. A value at $950. (213) 498-2876. (41)

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1975 Husky 400. Clause Nilsson engine, transmission and lighting system. Cibie super Oscar, C&J swingarm, 16½ Curnutts, GP seat, 8½ inch Betor forks, Malcolm Smith Products. Raced in 1975 1000, finished 4th. Call anytime, Jim Lewis (213) 799-2381 and leave message on answer machine. $1195.00.

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Need ride and sponsor for 1977 Expert year. Steve Fortune, 71R Ascot No. 1 Jr. Have good riding ref. (714) 826-2386. (41)

'76 Ford 4X4
¾ ton, under 6000 miles, Jackman wheels, 12 16.5 off road tires, flared fenders, pin striping, custom interior and exterior, AM/FM & 8 track, automatic trans., P.S. & P.B. Asking $7300.00. Call (213) 426-6607. (41)

1973 YAMAHA 100 MX, $350.00. (213) 423-2250. (41)

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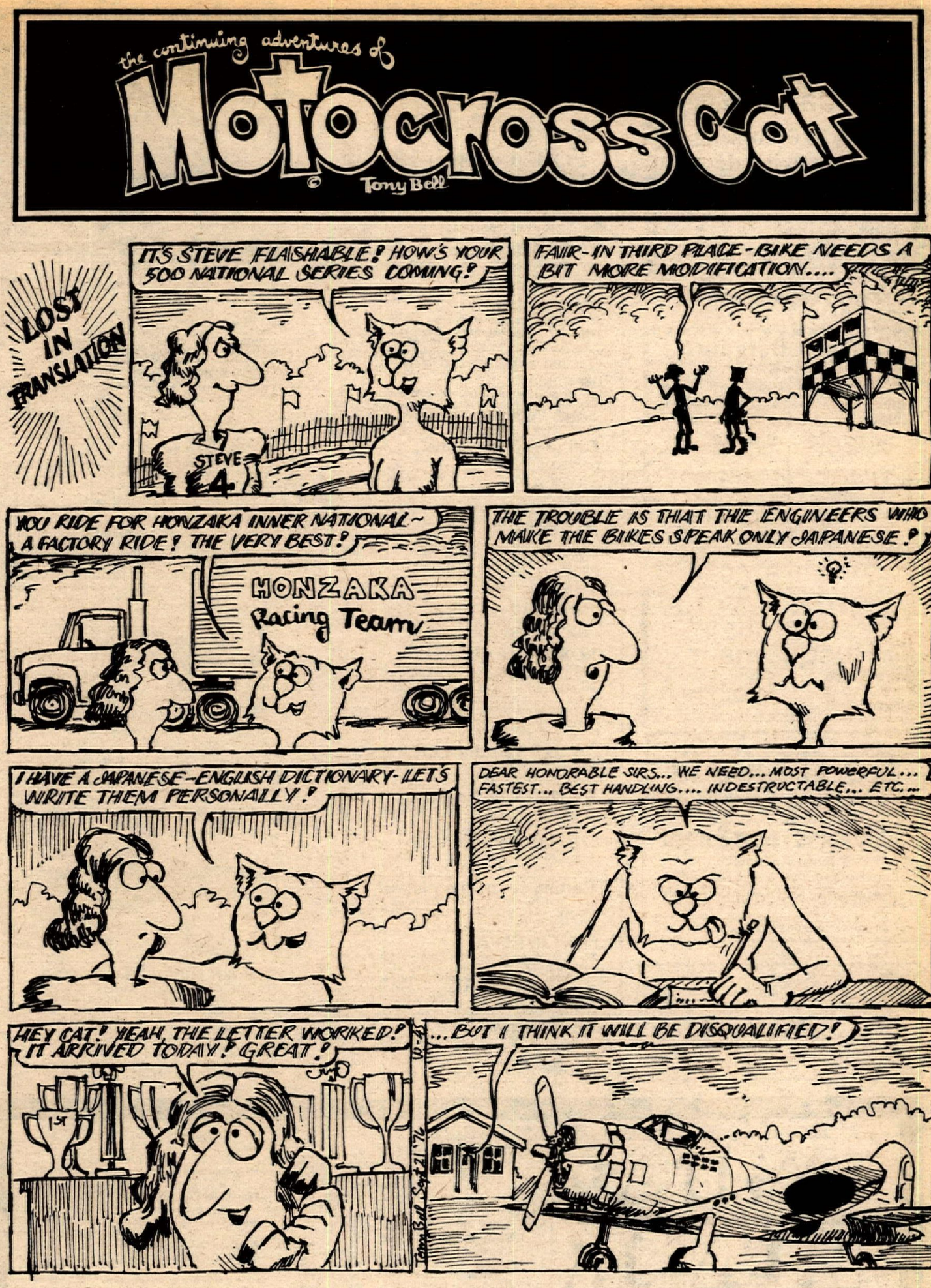

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Year old 42" angle swing arm chair, Kawasaki 750 triple, Preston Petty, Magura, Sun, gas Girlings, hydraulic front disc. Race proven, fresh, spares, $2500. See at Hopetown. (602) 273-0082. (41)

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Good condition, low mileage, $395.00. Call after 6:00 p.m. (213) 967-5750. (41)

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FMF Pro pipe, F.M.S., excellent cond. (213) 645-3166. (41)

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Like new. 1971 Bultaco 250 Pursang, desert bike, good condition. Must sell or trade. (213) 861-6949. (41)

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Injury. Blue printed, Cal guarded, balanced, very clean! Very fast! Sacrifice. Make offer. (213) 693-2358. (41)

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Excellent condition. $1,350 and (with new frame, tank, etc.) — $1,600. Also 19" double-sided wheel with Carlisle — $85. Pistons $25. Dunlop trials tires $25. Rear sprockets — $10. Bert Harkins (714) 687-1300 days. (41)

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Street legal Spitfire scrambler, only 500 miles since complete overhaul. $695.00 or trade trials bike. Ask for Howard (714) 496-4370.

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S&W fork kit, Boge LTG's, Andres bars, air forks, extra plastic CR tank, & custom seat. $795 or best. (213) 395-8924. (41)

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'72 CZ 250, excellent cond.
Cantilevered Fox Shox, dualrate springs, Mikuni, new Akronts & 8 gauge spokes, Motoplat, up pipe, new tires, unbreakable levers, stock bore & all special engine tools, extras — tank, pipe, 2 ignitions, etc. $350.00 firm. (213) 782-7652. (41)

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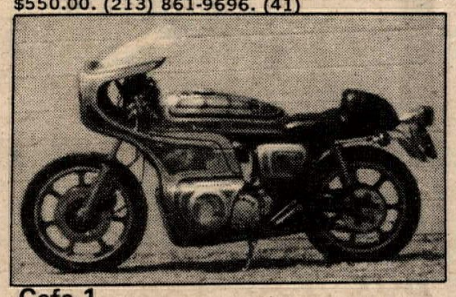

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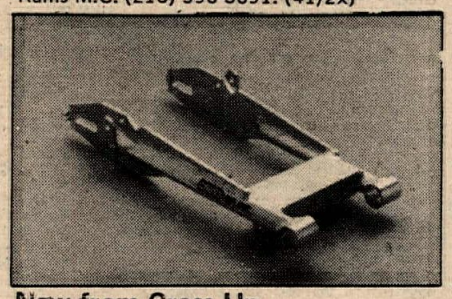

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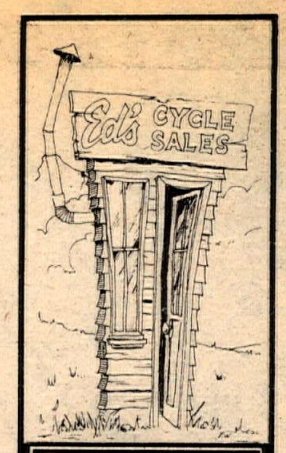

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